



Final | May 2016

McFarland General Plan Safety Element Update Project

Initial Study/Negative Declaration

Prepared by:

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INTERNATIONAL

**FINAL
INITIAL STUDY/NEGATIVE DECLARATION**

**McFARLAND GENERAL PLAN
SAFETY ELEMENT UPDATE PROJECT**

Lead Agency:



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INITIAL STUDY/NEGATIVE DECLARATION ON CD



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1.0 INTRODUCTION

The City of McFarland is proposing an update to the Safety Element of its General Plan. The Safety Element is one of the seven General Plan Elements mandated by the State of California (Sections 65580 to 65589.8 of the Government Code). This update is intended to supersede the existing Safety and Seismic Safety Element (adopted September 12, 1991) of the McFarland General Plan. Refer to Section 2.0, *Project Description*, for a detailed project description.

Following preliminary review of the proposed project, the City has determined that the proposed project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study addresses the potential direct, indirect, and cumulative environmental effects associated with the proposed project.

1.1 STATUTORY AUTHORITY AND REQUIREMENTS

In accordance with the CEQA (Public Resources Code Sections 21000-21177) and pursuant to Section 15063 of Title 14 of the California Code of Regulations (CCR) and the City of McFarland's Local Guidelines, McFarland, acting in the capacity of Lead Agency, is required to undertake the preparation of an Initial Study to determine whether the proposed project would have a significant environmental impact. If the Lead Agency finds that there is no evidence that the project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, the Lead Agency shall find that the proposed project would not have a significant effect on the environment and shall prepare a Negative Declaration (or Mitigated Negative Declaration) for that project. Such determination can be made only if "there is no substantial evidence in light of the whole record before the Lead Agency" that such impacts may occur (Section 21080(c), Public Resources Code).

The environmental documentation, which is ultimately approved and/or certified by the City of McFarland in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions upon the project. However, the resulting documentation is not a policy document, and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and other discretionary approvals would be required.

1.2 PURPOSE

Section 15063(c) of the State CEQA Guidelines identifies that the purposes of an Initial Study are to: (1) provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR or Negative Declaration; (2) enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an environmental document is prepared thereby enabling the project to qualify for a Negative Declaration; (3) assist in the preparation of an EIR, if required, by focusing the EIR on the effects determined to be significant, identifying the effects determined not to be significant, and explaining the reasons for determining that potentially significant effects would not be significant; (4) facilitate environmental assessment early in the design of the project; (5) provide documentation of the factual basis for the finding in a Negative Declaration that a project would not have a significant environment effect; (6) eliminate unnecessary Environmental Impact Reports (EIRs); and (7) determine whether a previously prepared environmental document could be used for the project.



Section 15063(d) of the State CEQA Guidelines identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study shall include: (1) a description of the project, including the location of the project; (2) an identification of the environmental setting; (3) an identification of environmental effects by use of a checklist, matrix or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries; (4) a discussion of ways to mitigate significant effects identified, if any; (5) an examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls; and (6) the name of the person or persons who prepared or participated in the preparation of the Initial Study.

1.3 INCORPORATION BY REFERENCE

Pertinent documents relating to this Initial Study have been cited and incorporated, in accordance with Sections 15148 and 15150 of the CEQA Guidelines, to eliminate the need for inclusion of voluminous engineering and technical reports. These documents are available for review at the City of McFarland Community Development Department located at 401 W. Kern Avenue, McFarland, CA 93250.

- *City of McFarland General Plan* (adopted September 12, 1991, as amended periodically since and consolidated in 2011). The *City of McFarland General Plan* (General Plan) is the long-range guide for growth and development within the City. The General Plan elements contain goals, objectives, and policies, which are intended to focus on key development issues. The General Plan is also a tool to help City staff, City Commission, and the City Council make land use and public investment decisions, and provides the framework for the City's Development Code. The Complete Street 2035 Circulation Element was updated in February 2013 while the Land Use Element was last updated in September 2013. The Housing Element 2008-2013 was updated in April 2009 and is currently in the process of being updated for the 2015-2023 planning period.
- *McFarland Consolidated 2011 General Plan Program Environmental Impact Report* (consolidated in 2011, adopted September 12, 1991). The *City of McFarland Consolidated 2011 General Plan Program Environmental Impact Report* (General Plan EIR) is intended to provide decision-makers and the public with information concerning the environmental effects of implementation of the General Plan. The General Plan EIR reviews existing conditions, analyzes potential environmental impacts, identifies General Plan strategies and actions that serve as mitigation, and identifies additional mitigation measures to reduce potentially significant effects due to implementation of the General Plan. The General Plan EIR determined that implementation of the McFarland General Plan would result in various irreversible environmental changes in the area with the most significant effect being the loss of agricultural area as the area is converted to urban uses. Other significant environmental effects include increased usage of groundwater resources, additional air and noise pollution emissions, and increased consumption of natural resources such as electrical energy and petroleum products.
- *City of McFarland Municipal Code* (Codified through Ordinance No. 2013-028, passed March 14, 2013). The *City of McFarland Municipal Code* (Municipal Code) provides regulations for governmental operations, development, infrastructure, public health and safety, and business operations within the City. Title 17, Zoning, of the Municipal Code represents the City's Zoning Ordinance. The Zoning Ordinance is established to serve the public health, safety, comfort, convenience, and general welfare and to provide the



economic and social advantages resulting from an orderly planned use of land resources. It is also intended to encourage, guide, and provide a definitive plan for the future growth and development of the City.



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2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The City of McFarland is located within the Central Valley, approximately 20 miles north of Bakersfield, within the northeastern portion of Kern County; refer to [Exhibit 2-1, *Regional Location*](#). McFarland is approximately 2.6-square miles and is directly bounded by unincorporated areas of the County. The cities of Delano and Wasco are located approximately three miles to the north and approximately 11 miles to the southwest, respectively. Regional access to the City is provided by State Route 99 (SR-99) with access at Perkins Avenue, Sherwood Avenue, and Elmo Highway. SR-99, which bisects the City, extends almost the entire length of the Central Valley from Interstate 5 (I-5) near Wheeler Ridge at its southern end to SR-36 near Red Bluff at its northern end.

2.2 ENVIRONMENTAL SETTING

The City's General Plan planning area consists of a total of 7,220 acres, which is comprised of 1,680 acres of incorporated land and 5,540 acres of land within the City's sphere of influence (SOI); refer to [Exhibit 2-2, *McFarland General Plan Planning Area*](#). McFarland has a current population of approximately 13,745 persons.¹ [Table 2-1, *Existing Land Uses*](#), provides a breakdown of the land uses by incorporated land and planning area within the City.

**Table 2-1
Existing Land Uses**

Land Use	Incorporated Land		Planning Area	
	Acreage	Distribution (Percentage)	Acreage	Distribution (Percentage)
Institution (Except Schools)	723	43	723	10
Residential	394	23	394	5
Vacant	296	18	296	4
Agriculture	83	5	5,622	78
School	78	5	78	1
Commercial	38	2	38	1
Open Space	26	2	26	0
Industrial	17	1	17	0
Church	12	1	12	0
Total¹	1,667	100	7,206	100

Source: City of McFarland, *Land Use Element*, September 2013.
Note: Totals do not include right-of-way.

¹ California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2014, with 2010 Benchmark*, May 1, 2014.



NOT TO SCALE

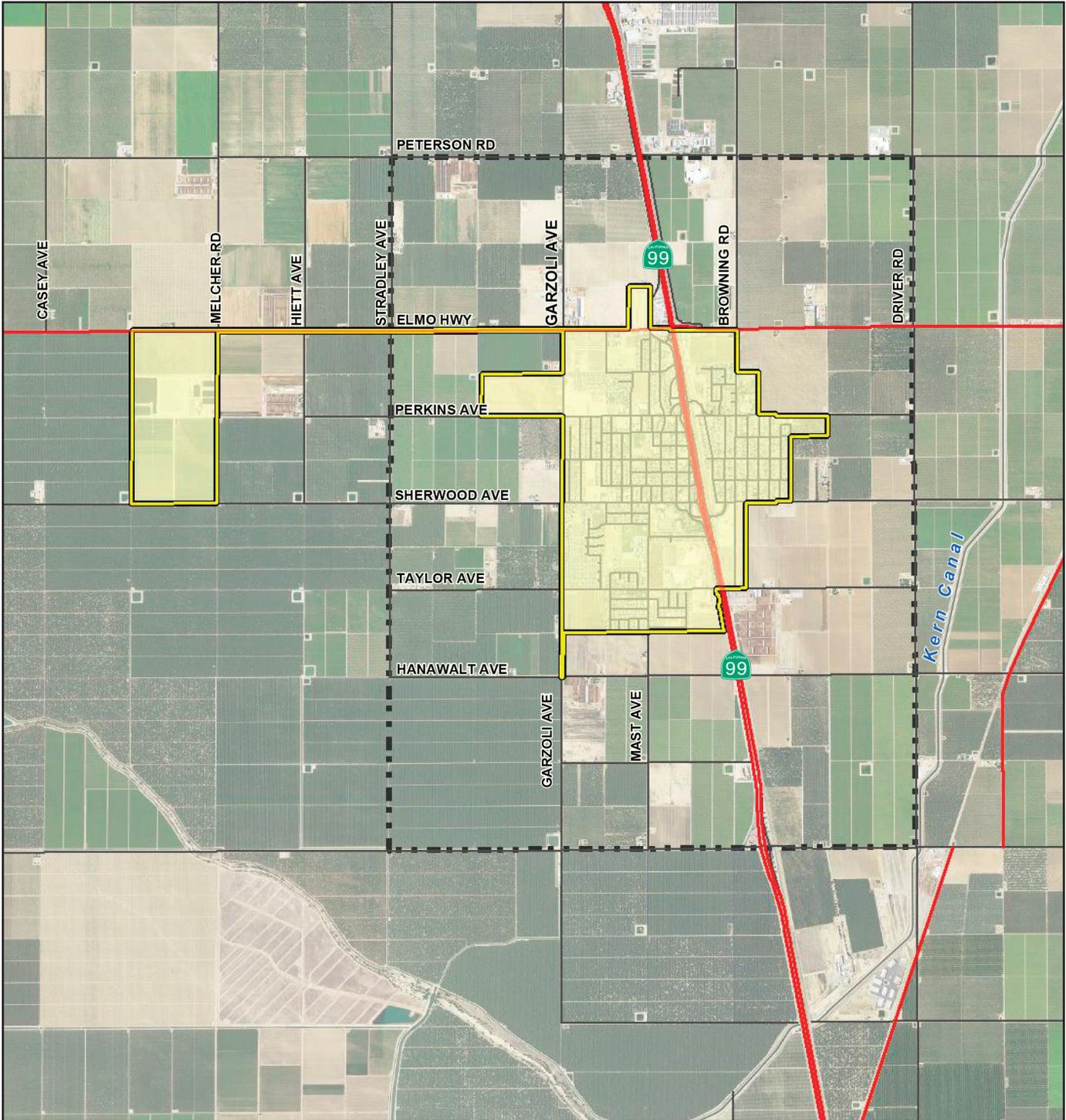
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McFARLAND SAFETY ELEMENT
INITIAL STUDY/NEGATIVE DECLARATION
Regional Vicinity

Exhibit 2-1



Legend

- McFarland City Limits
- Sphere of Influence

Source: County of Kern, NAIP - 2012 ESRI.

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INITIAL STUDY/NEGATIVE DECLARATION
McFARLAND GENERAL PLAN SAFETY ELEMENT UPDATE
McFarland General Plan Planning Area



2.3 PROPOSED PROJECT

The Safety Element comprises one of the seven General Plan Elements mandated by the State of California, as expressed in Sections 65580 to 65589.8 of the California Government Code. The purpose of the Safety Element is to reduce the potential risk of death, injuries, property damage, and economic and social dislocation resulting from natural and human-induced hazards. The current Safety and Seismic Safety Element was adopted in 1991 and later consolidated in 2011 as a part of the General Plan. The Element provides information on existing hazards related to fire, geological hazards and flooding, as well as emergency management and preparedness.

The 2015 update to the Safety Element provides a discussion of existing requirements and regulations pertaining to natural and human-made hazards. This update is intended to supersede the existing Safety and Seismic Safety Element (adopted September 12, 1991) of the McFarland General Plan. The Safety Element establishes preventative and responsive policies and programs to mitigate the potential impacts associated with hazards that may affect the City of McFarland. The Safety Element addresses geologic and seismic hazards, flood hazards, fire hazards, hazardous materials, and emergency preparedness and response planning.

The 2015 update provides a comprehensive review of the existing element and relevant regulations to develop a current framework from which to establish updated goals and policies, as well as to provide updated mapping of potential hazards.

The City's General Plan, and all its associated elements, including the Safety Element, is a policy document. The 2015 update of the Safety Element, establishes an updated policy framework upon which to base future City decisions. No development is proposed or associated with the 2015 update. Any future development will be evaluated through a separate environmental review process in accordance with CEQA.

The updated Safety Element goals and policies are stated below:

Citywide Safety

Goal SAF-1: A community protected from and prepared for natural and man-made hazards.

Policy SAF-1.1: Support projects, programs, policies, and regulations to mitigate potential impacts associated with natural and man-made hazards.

Policy SAF-1.2: Regularly maintain and update natural hazard information relevant to the McFarland Local Hazard Mitigation Plan.

Policy SAF-1.3: Support programs, policies, and regulations that discourage or limit development within areas that are vulnerable to natural disasters, particularly in areas with recurring damage.

Policy SAF-1.4: Support programs that promote greater public awareness of disaster risks, personal and business risk reduction, and personal and neighborhood emergency response.



Policy SAF-1.5: Investigate and pursue available funding sources to fund safety programs, provide services, upgrade/construct facilities, and purchase equipment.

Geologic and Seismic Hazards

Goal SAF-2: A community protected from loss of life or injury and damage to property due to geologic and seismic hazards.

Policy SAF-2.1: Continue to incorporate geotechnical hazard data in future land use decision-making, site design, and construction standards.

Policy SAF-2.2: Adopt the latest version of the building codes adopted by the State of California and ensure implementation in all new construction and renovations.

Policy SAF-2.3: Require site-specific soils and/or geologic reports for development in areas where potentially serious geologic risks exist.

Policy SAF-2.4: Monitor and enforce mitigation measures to reduce risks for projects where seismic and geologic hazards can be mitigated and prohibit development in areas where seismic and geologic hazards cannot be mitigated.

Policy SAF-2.5: Promote the upgrade, retrofitting, and/or relocation of all existing critical facilities (e.g., police and fire stations, hospitals, schools, community centers, water facilities, public works yard, emergency access routes) and other important public facilities that do not meet current building code standards and are within areas of seismic or geologic hazard risks.

Policy SAF-2.6: Continue to seek out opportunities to educate and encourage the community on ways to implement measures to mitigate potential injury and damage associated with earthquakes.

Flood Hazards

Goal SAF-3: A community protected from loss of life or injury and damage to property due to flood hazards.

Policy SAF-3.1: Continue to work with the appropriate local, State, and Federal agencies to maintain the most current flood hazard and floodplain information and use it as a basis for project review and to guide development.

Policy SAF-3.2: Actively promote and participate in a regional drainage analysis and implementation of regional and local flood control measures to reduce regional flooding conditions within the City.

Policy SAF-3.3: Continue to participate in the National Flood Insurance Program (NFIP) and ensure that City regulations are in full compliance with the standards adopted by the Federal Emergency Management Agency (FEMA).



- Policy SAF-3.4: Implement recommendations contained in the McFarland Storm Drain Master Plan that are within the City's jurisdiction.
- Policy SAF-3.5: Minimize flood risks associated with existing development.
- Policy SAF-3.6: Require evaluation of potential flood hazards prior to approval of development projects.
- Policy SAF-3.7: Identify construction or other methods to minimize damage if new development is located in flood hazard zones.
- Policy SAF-3.8: Prohibit new development within the 100-year flood zone unless it can be shown that the development will not:
- Create danger to life and property due to increased flood heights or velocities caused by excavation, fill, roads and intended use.
 - Create difficult emergency vehicle access in times of flood.
 - Create a safety hazard due to the unexpected heights velocity, duration, rate of rise and sediment transport of the flood waters at the site.
 - Create excessive costs in providing governmental services during and after flood conditions, including maintenance and repair of public facilities.
 - Interfere with the existing waterflow capacity of the floodway.
 - Substantially increase erosion and/or sedimentation.
 - Contribute to the deterioration of a watercourse or the quality of water in any body of water.
 - Require storage of material, or any substantial grading or placement of fill.
 - Change the water storage/volume capacity of the flood basin.
- Policy SAF-3.9: Require that essential public facilities be located and designed to mitigate potential flood risk to ensure long term operation.
- Policy SAF-3.10: Promote low impact development techniques and design features such as pervious paving, on-site groundwater recharge, rainwater harvesting, minimization of building footprints, and bioretention to improve defensive measures against storm events and stormwater pollution.
- Policy SAF-3.11: Educate property owners and residents located in flood hazard areas about opportunities to mitigate flood hazards and damage, implementation of flood preparation activities, and evacuation and recovery efforts associated with a flooding event.
- Policy SAF-3.12: Continue to support efforts of the Bureau of Reclamation to ensure that proper maintenance and repairs of the Friant-Kern Canal are accomplished.



Hazardous Materials

Goal SAF-4: A community protected from the harmful effects of hazardous materials, hazardous waste, and environmental contamination.

Policy SAF-4.1: Ensure that land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials are located and operated to reduce risk to other land uses.

Policy SAF-4.2: When approving new development, ensure that the site:

- Is sufficiently surveyed for contamination and remediation, particularly for sensitive uses near existing or former toxic or industrial sites.
- Is adequately remediated to meet all applicable laws and regulations, if necessary.
- Is suitable for human habitation.
- Is protected from known hazardous and toxic materials.
- Does not pose higher than average health risks from exposure to hazardous materials.

Policy SAF-4.3: Monitor the operations of businesses and individuals that handle hazardous materials through the planning and business permit processes.

Policy SAF-4.4: Work with the appropriate Federal, State, regional, and local agencies to identify previously unidentified contaminated sites in the City, particularly on sites with a high likelihood of past contamination, such as old gas stations or industrial sites, and work with the property owners and applicable agencies to remediate them.

Policy SAF-4.5: Ensure the safe transport of hazardous materials through the City by:

- Restricting transport of hazardous materials within McFarland to designated routes.
- Prohibiting the parking of vehicles transporting hazardous materials on City streets.
- Requiring new pipelines or other channels carrying hazardous materials avoid residential areas to the greatest extent possible.

Policy SAF-4.6: Support Caltrans and California Highway Patrol efforts to ensure safe transportation of hazardous materials on SR-99.

Policy SAF-4.7: Educate residents and businesses on how to reduce or eliminate the use of hazardous materials and products, and encourage the use of safer, nontoxic, environmentally friendly equivalents.

Policy SAF-4.8: Raise public awareness of appropriate disposal for household hazardous waste, and publicize collection events and locations.



Fire Hazards

Goal SAF-5: A community protected from loss of life or injury and damage to property due to fire hazards.

Policy SAF-5.1: Continue to coordinate fire protection services with Kern County Fire Department to ensure sufficient capacity, stations, personnel, and equipment are available to meet growth needs in McFarland for fire protection and related emergency services.

Policy SAF-5.2: Ensure adequate water supply and water pressure is provided throughout the City for firefighting purposes.

Policy SAF-5.3: Ensure all new development provides adequate access for emergency vehicles and evacuation.

Policy SAF-5.4: Regularly update building and fire codes to provide for fire safety design.

Policy SAF-5.5: Promote public safety education programs to reduce accidents, injuries, and fires, as well as to train members of the public to respond to emergencies.

Emergency Services, Preparedness, and Response

Goal SAF-6: A community prepared to provide effective response and recovery efforts in the event of an emergency.

Policy SAF-6.1: Continue to implement emergency preparedness and response measures in coordination with Kern County's Emergency Operations Plan.

Policy SAF-6.2: Conduct periodic trainings with staff and/or participate in Kern County trainings on emergency operations procedures and response.

Policy SAF-6.3: Support policies and programs that ensure adequate resources are available to respond to health, fire, and police emergencies.

Policy SAF-6.4: Investigate and seek out opportunities to improve emergency access and circulation throughout the community, especially between the east and west sides of the City.

Policy SAF-6.5: Provide residents and businesses with information about local safety hazards and emergency plans, including evacuation plans and procedures to accommodate special needs populations and efficient post-disaster recovery.

Policy SAF-6.6: Support policies and programs to involve and educate the community in emergency preparedness.

Policy SAF-6.7: Collaborate with the school district, businesses, nonprofit organizations, and community members/groups to maintain safety throughout the City.



Policy SAF-6.8: Involve the Police Department in the development review process to address safety concerns, access issues, and potential traffic conflicts, and identify opportunities to apply Crime Prevention Through Environmental Design (CPTED) principles.

2.4 PROJECT PHASING

The Safety Element is a policy level document, which outlines policies and programs that will allow the City to achieve its public safety objectives. The Safety Element does not approve or otherwise commit the City to a specific project, construction plan, or timing.

2.5 PERMITS AND APPROVALS

Approval of the Project is subject to actions set forth by the City of McFarland. Adoption of the update to the Safety Element of the City's General Plan is subject to review and/or approval by the following:

- City of McFarland Planning Commission; and
- City of McFarland City Council.



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3.0 INITIAL STUDY CHECKLIST

3.1 BACKGROUND

1.	Project Title: McFarland General Plan Safety Element Update
2.	Lead Agency Name and Address: City of McFarland 401 West Kern Avenue McFarland, California 93250
3.	Contact Person and Phone Number: Mr. Dennis McNamara Planning Director 661.792.3091
4.	Project Location: The City of McFarland is located within the Central Valley, approximately 20 miles north of Bakersfield, within the northeastern portion of Kern County. McFarland is approximately 2.6-square miles and is directly bounded by unincorporated areas of the County. The City's planning area consists of a total of 7,220 acres (1,680 acres of incorporated land and 5,540 acres of land in the City's sphere of influence).
5.	Project Sponsor's Name and Address: City of McFarland 401 West Kern Avenue McFarland, California 93250
6.	General Plan Designation: Various
7.	Zoning Designation: Various
8.	Description of the Project: The project consists of an update to the Safety Element of the McFarland General Plan; refer to <u>Section 2.3, <i>Project Characteristics</i></u> .
9.	Surrounding Land Uses and Setting: McFarland is approximately 2.6-square miles and is directly bounded by unincorporated areas of Kern County. The cities of Delano and Wasco are located approximately three miles to the north and approximately 11 miles to the southwest, respectively.
10.	Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement): Refer to <u>Section 2.5, <i>Permits and Approvals</i></u> .



3.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

	Aesthetics		Land Use and Planning
	Agriculture & Forest Resources		Mineral Resources
	Air Quality		Noise
	Biological Resources		Population and Housing
	Cultural Resources		Public Services
	Geology and Soils		Recreation
	Greenhouse Gas Emission		Transportation/Traffic
	Hazards & Hazardous Materials		Utilities & Service Systems
	Hydrology & Water Quality		
	Mandatory Findings of Significance		

3.3 EVALUATION OF ENVIRONMENTAL IMPACTS

This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include:

- Aesthetics
- Agriculture and Forest Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emission
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems
- Mandatory Findings

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the *CEQA Guidelines*, as amended, and used by the City of McFarland in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study’s preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development’s impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

- No Impact. The development will not have any measurable environmental impact on the environment.



- *Less Than Significant Impact.* The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.
- *Less Than Significant With Mitigation Incorporated.* The development will have the potential to generate impacts, which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- *Potentially Significant Impact.* The development could have impacts, which may be considered significant, and therefore additional analysis is required to identify mitigation measures that could reduce potentially significant impacts to less than significant levels.

Where potential impacts are anticipated to be significant, mitigation measures will be required, so that impacts may be avoided or reduced to insignificant levels.



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4.0 ENVIRONMENTAL ANALYSIS

The following is a discussion of potential project impacts as identified in the Initial Study/Negative Declaration. Explanations are provided for each item.

4.1 AESTHETICS

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

Impact Analysis

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

No Impact. The City’s General Plan Open Space, Conservation, and Recreation Element does not designate any scenic vistas within the City.² Therefore, project implementation would not have a substantial adverse effect on a scenic vista. No impact would result in this regard.

Mitigation Measures: No mitigation is required.

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

No Impact. There are no State scenic highways located within the City.³ Therefore, project implementation would not substantially damage scenic resources within a State scenic highway. No impact would result in this regard.

Mitigation Measures: No mitigation is required.

² City of McFarland, *McFarland Consolidated 2011 General Plan*, consolidated in 2011, adopted September 12, 1991.

³ Department of Transportation, http://www.dot.ca.gov/hq/LandArch/scenic_highways/, accessed April 7, 2015.



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

No Impact. The Safety Element is a policy document of the General Plan that addresses natural and human-induced hazards and provides guidance for reducing community impacts from a disaster, and creating a safer community. Adoption and implementation of the updated Safety Element goals and policies would not degrade the existing visual character or quality of the Planning Area, as it would not result in development of a specific site or area. In addition, the Open Space, Conservation, and Recreation and Land Use Elements of the McFarland General Plan identify goals and policies for the protection of the visual character of the area, which would not conflict with the proposed update. Therefore, no impact would result in this regard.

Mitigation Measures: No mitigation is required.

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

No Impact. Given that no development is proposed, the proposed update to the Safety Element would not create new sources of light or glare. Therefore, no impact would result in this regard.

Mitigation Measures: No mitigation is required.



4.2 AGRICULTURE AND FOREST RESOURCES

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

Impact Analysis

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

Less Than Significant Impact. The Planning Area does contain farmland of statewide importance. However, the Safety Element is a policy document of the General Plan that provides guidance for reducing community impacts from a disaster and creating a safer community. The development of updated Safety Element goals and policies would not result in site-specific development or the conversion of farmland to nonagricultural use. Further, the Land Use and Open Space, Conservation, and Recreation Elements identify objectives and policies for the protection of agricultural land, which would not conflict with the proposed update. Thus, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.



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

Less Than Significant Impact. As stated above, the Safety Element is a policy document of the General Plan that provides guidance for reducing community impacts from a disaster, and creating a safer community. The development of updated Safety Element goals and policies would not result in site-specific development or conflict with existing zoning for agricultural use or a Williamson Act contract. Further, the Land Use and Open Space, Conservation, and Recreation Elements identify objectives and policies for the protection of agricultural land, which would not conflict with the proposed update. Thus, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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

No Impact. The City does not contain lands zoned for forest land, timberland, or timberland zoned Timberland Production. Therefore, project implementation would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.

Mitigation Measures: No mitigation is required.

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

No Impact. Refer to Response 4.2(c). No impacts would occur in this regard.

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

Less Than Significant Impact. Refer to Responses 4.2(a) through 4.2(d).

Mitigation Measures: No mitigation is required.



4.3 AIR QUALITY

<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			✓	
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emission which exceed quantitative thresholds for ozone precursors)?			✓	
d. Expose sensitive receptors to substantial pollutant concentrations?			✓	
e. Create objectionable odors affecting a substantial number of people?			✓	

Impact Analysis

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

Less Than Significant Impact. No development is being proposed with the update to the Safety Element. The development of updated Safety Element goals and policies would not conflict or obstruct the implementation of the San Joaquin Valley Air Pollution Control District (SJVAPCD) Indirect Source Review (ISR) Program. The ISR program’s purpose is to reduce emissions of NO_x and PM₁₀ from new development projects.⁴ Given no development is being proposed, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Less Than Significant Impact. As stated, no development is being proposed with the update to the Safety Element. The development of updated Safety Element goals and policies would not violate SJVAPCD ISR Rule 9510 (Indirect Source Review) or any air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

⁴ San Joaquin Valley Air Pollution Control District, *ISR Overview*, <http://www.valleyair.org/ISR/ISROverview.htm>, accessed January 5, 2015.



- c) **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emission which exceed quantitative thresholds for ozone precursors)?**

Less Than Significant Impact. Refer to Responses 4.3(a) and 4.3(b), above.

Mitigation Measures: No mitigation is required.

- d) **Expose sensitive receptors to substantial pollutant concentrations?**

Less Than Significant Impact. The development of updated Safety Element goals and policies would not expose sensitive receptors to substantial pollutant concentrations, as no development is being proposed as part of the update. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

- e) **Create objectionable odors affecting a substantial number of people?**

Less Than Significant Impact. The development of updated Safety Element goals and policies would not create objectionable odors, as no new development is being proposed. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.



4.4 BIOLOGICAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			✓	
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			✓	
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			✓	
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			✓	
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

Impact Analysis

- a) ***Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

Less Than Significant Impact. Adoption and implementation of the updated Safety Element goals and policies would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special protective status, as it would not result in development of a specific site or area. The Open Space, Conservation, and Recreation Element addresses biological resources, including objectives and policies for environmentally sound development, which would not conflict with the proposed update. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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



Less Than Significant Impact. Adoption and implementation of the updated Safety Element goals and policies would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service, as it would not result in development of a specific site or area. The Open Space, Conservation, and Recreation Element addresses biological resources, including objectives and policies for environmentally sound development, which would not conflict with the proposed update. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. Refer to Responses 4.4(a) and 4.4(b), above. Adoption and implementation of the updated Safety Element goals and policies would not impact federally protected wetlands, as it would not result in development of a specific site or area. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. Refer to Response 4.4(a) above. Adoption and implementation of the updated Safety Element goals and policies 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, as it would not result in development of a specific site or area. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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

No Impact. The City has not adopted any policies or ordinances for the purpose of protecting biological resources such as tree preservation policies or ordinance. As such, adoption and implementation of the updated Safety Element goals and policies would not conflict with any local policies or ordinances protecting biological resources and no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.



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

No Impact. The City has not adopted a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. As such, adoption and implementation of the updated Safety Element goals and policies would not conflict with any such plans and no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.



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4.5 CULTURAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?			✓	
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?			✓	
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓	
d. Disturb any human remains, including those interred outside of formal cemeteries?			✓	

Impact Analysis

- a) ***Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?***

Less Than Significant Impact. Adoption and implementation of the updated Safety Element goals and policies would not cause a substantial adverse change in the significance of a historical resource, as it would not result in development of a specific site or area. The Safety Element is a policy document of the General Plan that provides guidance for reducing community impacts from a disaster and creating a safer community. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

- b) ***Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?***

Less Than Significant Impact. According to the General Plan EIR, there are no known archaeological sites in the City; however, no archaeological investigations have been conducted in the area. Adoption and implementation of the updated Safety Element goals and policies would not cause a substantial adverse change in the significance of an archaeological resource, as it would not result in development of a specific site or area. As stated, the Safety Element is a policy document of the General Plan that provides guidance for reducing community impacts from a disaster and creating a safer community. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

- c) ***Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

Less Than Significant Impact. Adoption and implementation of the updated Safety Element goals and policies would not directly or indirectly destroy a unique paleontological resource or site or unique geological feature, as it would not result in development of a specific site or area.



As stated, the Safety Element is a policy document of the General Plan that provides guidance for reducing community impacts from a disaster and creating a safer community. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. Adoption and implementation of the updated Safety Element goals and policies would not disturb human remains, including those interred outside of formal cemeteries, as it would not result in development of a specific site or area. As stated, the Safety Element is a policy document of the General Plan that provides guidance for reducing community impacts from a disaster and creating a safer community. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.



4.6 GEOLOGY AND SOILS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
2) Strong seismic ground shaking?			✓	
3) Seismic-related ground failure, including liquefaction?			✓	
4) Landslides?			✓	
b. Result in substantial soil erosion or the loss of topsoil?			✓	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✓	
d. Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2004), creating substantial risks to life or property?			✓	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			✓	

Impact Analysis

- a) ***Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:***
- 1) ***Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.***

No Impact. The update to the Safety Element provides updated information and regulations pertaining to geologic and seismic hazards. The Planning Area is not located within an Alquist-Priolo Earthquake Fault Zone, as shown in Exhibit SAF-1, *Fault Map*, of the updated Safety Element. Adoption and implementation of the updated Safety Element goals and policies would not expose people or structures to potential substantial adverse effects involving a known earthquake fault.

Mitigation Measures: No mitigation is required.

- 2) ***Strong seismic ground shaking?***

Less Than Significant Impact. The Planning Area is located within proximity to several faults and could experience significant ground shaking in the event of an earthquake. According to



the Probabilistic Seismic Hazards Map (PSHM), McFarland has a 25 to 30 percent chance of experiencing an earthquake greater than Magnitude 5.0 within the next 20 years and a 50 to 60 percent chance of experiencing an earthquake greater than Magnitude 5.0 within the next 30 years.⁵ Adoption and implementation of the updated Safety Element goals and policies would not expose people or structures to strong seismic ground shaking, as it would not result in development of a specific site or area. The Safety Element identifies goals and policies to protect lives and property associated with strong seismic ground shaking and to ensure adequate emergency response in the event of a major emergency. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

3) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. The California Geological Survey identifies liquefaction zones where the stability of foundation soils must be investigated and countermeasures undertaken in the design and construction of buildings for human occupancy. McFarland is not located within an area identified as having the potential for liquefaction. Adoption and implementation of the updated Safety Element goals and policies would not expose people or structures to seismic-related ground failure, including liquefaction, as it would not result in development of a specific site or area. The Safety Element identifies goals and policies to protect lives and property associated with geologic and seismic hazards. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

4) Landslides?

Less Than Significant Impact. In addition to liquefaction, the California Geological Survey identifies landslide zones, which generally indicate steep hillslopes composed of weak materials that may fail when shaken by an earthquake. These areas are required to be investigated and countermeasures undertaken in the design and construction of buildings for human occupancy. McFarland is not located within an area identified as having the potential for earthquake-induced landslides. Similarly, due to the relatively flat topography of McFarland and the surrounding area, lateral spreading, mudslides, ground lurching, and soil slumping are unlikely to occur. Adoption and implementation of the updated Safety Element goals and policies would not expose people or structures to landslides, as it would not result in development of a specific site or area. The Safety Element identifies goals and policies to protect lives and property associated with geologic and seismic hazards. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. Future development within the Planning Area would expose soils potentially resulting in soil erosion or the loss of topsoil. As stated, adoption and implementation of the updated Safety Element goals and policies would not result in development of a specific site or area. The Safety Element identifies goals and policies to

⁵ United States Geological Survey 2009 Earthquake Probability Mapping.



protect lives and property associated with geologic and seismic hazards. More specifically, Policy SAF-2.3 requires site specific soils and/or geologic reports for development in areas where potential serious geologic risks exist and Policy SAF-2.4 requires monitoring and enforcement of mitigation measures to reduce potential seismic and geologic hazards. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

- c) ***Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?***

Less Than Significant Impact. Refer to Response 4.6(a)(3) and 4.6(a)(4) regarding impacts related to liquefaction and landslides.

Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Subsidence has occurred near the City of Delano, located approximately three miles north of McFarland. A majority of the subsidence occurred as a result of accelerated ground water pumping of the deep aquifer system during the 1950s and 1960s. Ground failure can be accelerated by ground shaking in areas where subsidence already occurs. This condition currently exists in McFarland, and as continued population growth, water demands, and uncertain water supplies are likely to continue, so will the trend of groundwater withdrawal and the potential for subsidence. As stated, adoption and implementation of the updated Safety Element goals and policies would not result in development of a specific site or area, exposing people or structures to an unstable geologic unit or soil. Safety Element Policy SAF-2.3 requires site specific soils and/or geologic reports for development in areas where potential serious geologic risks exist and Policy SAF-2.4 requires monitoring and enforcement of mitigation measures to reduce potential seismic and geologic hazards. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

- d) ***Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2004), creating substantial risks to life or property?***

Less Than Significant Impact. Expansive soils contain significant amounts of clay particles that have the ability to give up water (shrink) or take on water (swell). When these soils swell, the change in volume can exert significant pressures on loads that are placed on them, such as buildings, and can result in structural distress and/or damage. The type and amount of the silt and clay content in the soil will determine the amount of shrink or swell associated with the various levels of water content. As stated, adoption and implementation of the updated Safety Element goals and policies would not result in development of a specific site or area, exposing people or structures to expansive soils. Goals and policies of the updated Safety Element require site specific soils and/or geologic reports for development in areas where potential serious geologic risks exist (Policy SAF-2.3). Therefore, impacts would be less than significant in this regard.



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

Less Than Significant Impact. Adoption and implementation of the updated Safety Element goals and policies would not result in development of a specific site or area involving the use of septic tanks or alternative wastewater disposal systems. Safety Element Policy SAF-2.3 requires site specific soils and/or geologic reports for development in areas where potential serious geologic risks exist and Policy SAF-2.4 requires monitoring and enforcement of mitigation measures to reduce potential seismic and geologic hazards. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.



4.7 GREENHOUSE GAS EMISSION

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emission, either directly or indirectly, that may have a significant impact on the environment?			✓	
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?			✓	

Impact Analysis

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

Less Than Significant Impact. Greenhouse gases (GHGs) are gases in the atmosphere that absorb and emit radiation. The greenhouse effect traps heat in the troposphere through a three-fold process, summarized as follows: short wave radiation emitted by the sun is absorbed by the Earth; the Earth emits a portion of this energy in the form of long wave radiation; and GHGs in the upper atmosphere absorb this long wave radiation and emit this long wave radiation into space and toward the Earth. This “trapping” of the long wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect. The main GHGs in the Earth's atmosphere are water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), ozone (O₃), hydrofluorocarbons (HCFs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). The accumulation of GHGs in the atmosphere at levels in excess of natural activity levels increases the Earth's temperature and results in changing climatic conditions in different parts of the planet, including California.

No development is being proposed as part of the update to the Safety Element. The Safety Element is a policy document of the General Plan that addresses natural and human-induced hazards and provides guidance for reducing community impacts from a disaster, and creating a safer community. As such, adoption and implementation of the updated Safety Element goals and policies would not generate greenhouse gas emissions, and a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.

- b) ***Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?***

Less Than Significant Impact. No applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions apply to the City. Further, no development is being proposed as part of the update to the Safety Element. Therefore, adoption and implementation of the updated Safety Element goals and policies would not conflict with an applicable plan, policy, and/or regulation adopted for the purpose of reducing greenhouse gas emissions. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.



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4.8 HAZARDS AND HAZARDOUS MATERIALS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
c. Emit hazardous emission or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			✓	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓

Impact Analysis

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

Less Than Significant Impact. There are properties within the Planning Area that utilize and dispose of hazardous materials. Additionally, the transport of hazardous materials may occur along the Union Pacific Railway or SR-99, which traverse the City. The update to the Safety Element provides an updated discussion on the requirements and regulations pertaining to hazards and hazardous materials, in addition to updated goals and policies addressing hazardous materials. Adoption and implementation of the updated Safety Element goals and policies would not create a significant hazard to the public or the environment through the storage, transportation, use, or disposal of hazardous materials, as no new development is proposed as part of the update. Safety Element Policy SAF-4.1 would ensure that uses involved in the production, storage, transportation, handling, or disposal of hazardous materials are located and operated to reduce risk to other land uses. In addition, Policy SAF-4.2 calls for the operations of businesses and individuals that handle hazardous materials to be monitored through the planning and business permit processes and Policy SAF-4.5 would ensure the safe



transport of hazardous materials through the City. Thus, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. The update to the Safety Element provides an updated discussion on the requirements and regulations pertaining to hazards and hazardous materials, in addition to updated goals and policies addressing hazardous materials. Adoption and implementation of the updated Safety Element goals and policies would not create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, as no new development is proposed as part of the update. Safety Element Policy SAF-4.4 would ensure coordination with the appropriate Federal, State, regional, and local agencies to identify previously unidentified contaminated sites in the City, particularly on sites with a high likelihood of past contamination, such as old gas stations or industrial sites, and work with the property owners and applicable agencies to remediate them. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. The update to the Safety Element provides an updated discussion on the requirements and regulations pertaining to hazards and hazardous materials, in addition to updated goals and policies addressing hazardous materials. Adoption and implementation of the updated Safety Element goals and policies would not emit hazardous emission or handle hazardous or acutely hazardous materials, substances, or waste within proximity of an existing or proposed school, as no new development is proposed as part of the update. Safety Element Policy SAF-4.1 would ensure that uses involved in the production, storage, transportation, handling, or disposal of hazardous materials are located and operated to reduce risk to other land uses, including schools. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

- d) ***Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

Less Than Significant Impact. Government Code Section 65962.5 refers specifically to a list of hazardous waste facilities compiled by the Department of Toxic Substances Control (DTSC).



There are several hazardous materials sites within the City, which are included on the DTSC's hazardous waste facilities list including:⁶

- Capri Liquor and Deli, 100 W Perkins Avenue;
- Community Market, 288 Browning Road;
- Fastlane Mini Mart, 201 Elmo Highway;
- Fletcher Farms, 433 Perkins Avenue;
- Goertzen Service Center, 99 Sherwood W;
- J's Automotive, 101 Parkins W;
- Lake Woollomes Park, Woollomes Avenue;
- McFarland Chevron, 100 Sherwood Avenue;
- McFarland School District, 259 Sherwood Avenue;
- Minneola 240, Perkins;
- McFarland #2, Sherwood Avenue;
- Paramount Citrus;
- Superior Farms #29;
- Trical; Elmo Highway and Highway 99;
- Wallich Ranch, Hanawalt Street; and
- Wasson's Hardware, 389 Sherwood.

Adoption and implementation of the updated Safety Element goals and policies would not result in the development or redevelopment of any of these sites, as no new development is proposed as part of the update. With Safety Element Policy SAF-4.3, the operations of business and individuals that handle hazardous materials would be monitored through the planning and business permit process. Additionally, Policy SAF-4.4 would ensure coordination with the appropriate Federal, State, regional, and local agencies to identify previously unidentified contaminated sites in the City, particularly on sites with a high likelihood of past contamination, such as old gas stations or industrial sites, and work with the property owners and applicable agencies to remediate them. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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

No Impact. The nearest public airport (Wasco-Kern County Airport) is located approximately seven miles southwest of the City. According to the Kern County's *Airport Land Use Compatibility Plan*, the City is located outside of the Wasco-Kern County Airport Comprehensive Land Use Plan.⁷ Further, there is no public airport, public use airport, or private airstrip located within two miles of the City's Planning Area. Thus, the update to the Safety Element would not result in a safety hazard for people residing or working in the City and no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

⁶ Department of Toxic Substances Control, *Hazardous Waste and Substance Site List (CORTESE)*, http://www.envirostor.dtsc.ca.gov/public/mandated_reports.asp, accessed on April 7, 2015.

⁷ County of Kern, *Airport Land Use Compatibility Plan*, March 29, 2011.



- f) ***For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?***

No Impact. Refer to Response No. 4.8(e).

Mitigation Measures: No mitigation is required.

- g) ***Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

Less Than Significant Impact. Currently, the City of McFarland has no defined emergency routes. SR-99 would serve as the primary emergency route since it traverses the City and provides regional access within Kern County. However, access to SR-99 is constrained, as there are only two interchanges within the City. Additionally, access between the east and west side of the City is restricted due to the physical barrier SR-99 provides and the limited number of overpasses providing connections. Adoption and implementation of the updated Safety Element goals and policies would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, as no new development is proposed as part of the update. Safety Element goals and policies would promote and strengthen emergency access and response within the Planning Area. Safety Element SAF-6.1 would continue to implement emergency preparedness and response measures in coordination with Kern County's Emergency Operations Plan. Policy SAF-6.4 calls for the City to investigate and seek out opportunities to improve emergency access and circulation throughout the community, especially between the east and west sides of the City. In addition Policy SAF-6.5 would provide residents and businesses with information about local safety hazards and emergency plans, including evacuation plans and procedures to accommodate special needs populations and efficient post-disaster recovery. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

- h) ***Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?***

No Impact. The California Department of Forestry and Fire Protection (CAL FIRE) conducts fire hazard severity mapping including mapping areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. These zones, referred to as Fire Hazard Severity Zones (FHSZ), define the application of various mitigation strategies to reduce risk associated with wildland fires. According to the Kern County Fire Hazard Severity Zone (FHSZ) map, there are no Fire Hazard Severity Zones (FHSZ) located within the McFarland Planning Area.⁸ Therefore, the update to the Safety Element would not expose people or structures to wildland fire hazards, and no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

⁸ CAL FIRE, Wildland Hazard & Building Codes, *Kern County FHSZ Map*, http://www.fire.ca.gov/fire_prevention/fhsz_maps_kern.php, accessed January 12, 2015.



4.9 HYDROLOGY AND WATER QUALITY

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?			✓	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			✓	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			✓	
f. Otherwise substantially degrade water quality?			✓	
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			✓	
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			✓	
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			✓	
j. Inundation by seiche, tsunami, or mudflow?			✓	

Impact Analysis

a) ***Violate any water quality standards or waste discharge requirements?***

Less Than Significant Impact. Adoption and implementation of the updated Safety Element goals and policies would not violate any water quality standards or waste discharge requirements, as no new development is proposed as part of the update. As stated, the Safety Element is a policy document of the General Plan that provides guidance for reducing community impacts from a disaster and creating a safer community. Safety Element Policy SAF-3.10 promotes low impact development techniques and design features such as pervious paving, on-site groundwater recharge, rainwater harvesting, minimization of building footprints, and bioretention to improve defensive measures against storm events and stormwater pollution. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.



- b) ***Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?***

Less Than Significant Impact. Adoption and implementation of the updated Safety Element goals and policies would not substantially deplete groundwater supplies or substantially interfere with groundwater recharge, as no new development is proposed as part of the update. As stated, the Safety Element is a policy document of the General Plan that provides guidance for reducing community impacts from a disaster and creating a safer community. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

- c) ***Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?***

Less Than Significant Impact. Adoption and implementation of the updated Safety Element goals and policies would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site, as no new development is proposed as part of the update. The update to the Safety Element provides an updated discussion of drainage issues and flooding hazards within the City, including goals and policies associated with these hazards. Safety Element Policy SAF-3.10 promotes low impact development techniques and design features such as pervious paving, on-site groundwater recharge, rainwater harvesting, minimization of building footprints, and bioretention to improve defensive measures against storm events and stormwater pollution. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

- d) ***Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?***

Less Than Significant Impact. The Safety Element update does not involve new development that would alter the existing drainage pattern of a site or area. The update to the Safety Element provides an updated discussion on the drainage and flooding hazards within the City, including goals and policies associated with these hazards. Goals and policies are identified to protect the community from loss of life or injury and damage to property associated with flooding hazards. Specifically, with Policy SAF-3.1, the City would continue to work with the appropriate local, State, and Federal agencies to maintain the most current flood hazard and floodplain information and use it as a basis for project review and to guide development. Policy SAF-3.2 would promote a regional drainage analysis and implementation of regional and local flood control measures to reduce regional flooding conditions within the City and Policy SAF-3.8 would prohibit new development within the 100-year flood zone unless specific requirements can be achieved. In addition, implementation of the City's Storm Drain Master Plan (Policy



SAF-3.4) would ensure implementation of drainage improvements in order to reduce flooding within the City. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

- e) ***Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?***

Less Than Significant Impact. Refer to Responses 4.9(a) and 4.9(d). Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

- f) ***Otherwise substantially degrade water quality?***

Less Than Significant Impact. Refer to Response 4.9(a). Impacts in regards to water quality would be less than significant.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. Adoption and implementation of the updated Safety Element goals and policies would not place housing or structures within a 100-year flood hazard area, as no new development would occur as part of the update. The update to the Safety Element provides an updated discussion pertaining to flood hazards within the City, including an updated FEMA flood zone map. Approximately 240 acres within the City are located within the 100-year flood hazard area. Safety Element Policy SAF-3.5 requires evaluation of potential flood hazards prior to approval of development projects and Policy SAF-3.8 would prohibit new development within the 100-year flood zone unless certain conditions can be met. In addition Policy SAF-3.11 would educate property owners and residents located in flood hazard areas about opportunities to mitigate flood hazards and damage, implementation of flood preparation activities, and evacuation and recovery efforts associated with a flooding event. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. Refer to Response 4.9(g).

Mitigation Measures: No mitigation is required.



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

Less Than Significant Impact. Refer to Response 4.9(d) and 4.9(g). The Friant-Kern Canal, located approximately 1.25 miles east of the City's eastern boundary, serves as a levee structure. The Friant-Kern Canal is under the jurisdiction of the U.S. Department of the Interior Bureau of Reclamation. Although unlikely, the canal levee could fail if overtopped. In the event the canal is breached, runoff would spread out and flow into the City of McFarland from the east. No flows have overtopped the canal levee since its opening in 1953, but water has ponded near the top of the levee. Adoption and implementation of the updated Safety Element goals and policies would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including as a result of the failure of a levee or dam, as no new development would occur as part of the update. The update to the Safety Element includes several policies that address potential flooding within the City. Policy SAF-3.12 would continue to support efforts of the Bureau of Reclamation to ensure that proper maintenance and repairs of the Friant-Kern Canal are accomplished. In addition Policy SAF-3.11 would educate property owners and residents located in flood hazard areas about opportunities to mitigate flood hazards and damage, implementation of flood preparation activities, and evacuation and recovery efforts associated with a flooding event. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

- j) ***Inundation by seiche, tsunami, or mudflow?***

Less Than Significant Impact. Due to its inland located within the Central Valley, the City's Planning Area has not been identified as being located within a tsunami inundation area. Lake Woollomes is located approximately 3.5 miles northeast of McFarland, east of the Friant-Kern Canal. The potential for water from the lake to reach the Planning Area in the event of a seiche would be limited by the canal and vast amount of vacant land that separates the Planning Area from the lake. In addition, due to the relatively flat topography of McFarland and the surrounding area, mudflow is unlikely to occur. Adoption and implementation of the updated Safety Element goals and policies would not expose people or structures to inundation by seiche, tsunami, or mudflow, as no new development would occur as part of the update. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.



4.10 LAND USE AND PLANNING

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?				✓
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				✓
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓

Impact Analysis

a) *Physically divide an established community?*

No Impact. The Safety Element is a policy document of the General Plan that addresses natural and human-induced hazards and provides guidance for reducing community impacts from a disaster, and creating a safer community. Adoption and implementation of the updated Safety Element goals and policies would not physically divide an established community; rather it would be consistent with the Land Use Element, which provides guidance for future development in accordance with the Land Use Plan. Therefore, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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

No Impact. As stated above, the update to the Safety Element would be consistent with the General Plan Land Use Element and Land Use Plan for the City. Adoption and implementation of the updated Safety Element goals and policies would not conflict with existing land use plans, policies, or regulations. Thus, there would be no impacts in this regard.

Mitigation Measures: No mitigation is required.

c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

No Impact. Refer also to Response 4.4(f).

Mitigation Measures: No mitigation is required.



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4.11 MINERAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

Impact Analysis

- a) ***Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?***

No Impact. Adoption and implementation of the updated Safety Element goals and policies would not result in the loss of any known mineral resources that would be of value to the region and the residents of the state, as no new development would occur with the update. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

- b) ***Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?***

No Impact. Adoption and implementation of the updated Safety Element goals and policies would not result in the loss of availability of a locally-important mineral resource recovery site, as no new development would occur with the update. Therefore, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.



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4.12 NOISE

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

Impact Analysis

- a) ***Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

No Impact. The Safety Element is a policy document of the General Plan that addresses natural and human-induced hazards and provides guidance for reducing community impacts from a disaster, and creating a safer community. Adoption and implementation of the updated Safety Element goals and policies would not expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, as no development is proposed. Future development would be subject to the regulations set forth in the City's Noise Ordinance. Therefore, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

- b) ***Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?***

No Impact. Given no development is proposed as a part of the update to the Safety Element, adoption and implementation of the updated Safety Element goals and policies would not expose persons to or generate excessive groundborne vibration or groundborne noise. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.



- c) ***A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?***

No Impact. Adoption and implementation of the updated Safety Element goals and policies would not result in a substantial permanent increase in ambient noise levels in the City, as no new development is proposed as part of the update. Therefore, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

- d) ***A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?***

No Impact. Adoption and implementation of the updated Safety Element goals and policies would not result in a substantial temporary or periodic increase in ambient noise levels in the City, as no new development is proposed as part of the update. Therefore, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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

No Impact. The nearest public airport (Wasco-Kern County Airport) is located approximately seven miles southwest of the City. According to the Kern County's *Airport Land Use Compatibility Plan*, the City is located outside of the Wasco-Kern County Airport Comprehensive Land Use Plan.⁹ Further, there is no public airport, public use airport, or private airstrip located within two miles of the City's planning areas. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

- f) ***For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?***

No Impact. Refer to Response No. 4.12(e).

Mitigation Measures: No mitigation is required.

⁹ County of Kern, *Airport Land Use Compatibility Plan*, March 29, 2011.



4.13 POPULATION AND HOUSING

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✓
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓

Impact Analysis

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

No Impact. The Safety Element is a policy document of the General Plan that addresses natural and human-induced hazards and provides guidance for reducing community impacts from a disaster, and creating a safer community. Adoption and implementation of the updated Safety Element goals and policies would not induce substantial population growth in the Planning Area, either directly or indirectly, as no new development is proposed as part of the update. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

- b) ***Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?***

No Impact. As stated, no development is proposed as part of the update; thus, adoption and implementation of the updated Safety Element goals and policies would not displace any housing or people. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

- c) ***Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?***

No Impact. Refer to Response 4.13(b).

Mitigation Measures: No mitigation is required.



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4.14 PUBLIC SERVICES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?			✓	
2) Police protection?			✓	
3) Schools?			✓	
4) Parks?			✓	
5) Other public facilities?				✓

Impact Analysis

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

1) ***Fire protection?***

Less Than Significant Impact. The Kern County Fire Department (KCFD) provides fire protection services for the City of McFarland. The Safety Element is a policy document of the General Plan that addresses natural and human-induced hazards and provides guidance for reducing community impacts from a disaster, and creating a safer community. The Safety Element addresses protection of life, property, and the environment, including emergency preparedness, fire protection, and fire prevention services. In addition, the Emergency Medical Services Department (EMS) coordinates all system participants in Kern County including the KCFD and other fire departments, ambulance companies, other emergency service providers, hospitals, Emergency Medical Technician training programs, and the public to provide rapid response to serious medical emergencies. Adoption and implementation of the updated Safety Element goals and policies would not result in substantial adverse physical impacts associated with provisions or alterations in fire protection services. Safety Element Policy SAF-5.1 would involve continued coordination of fire protection services with KCFD to ensure sufficient capacity, stations, personnel, and equipment are available to meet growth needs in McFarland for fire protection and related emergency services. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.



2) Police protection?

Less Than Significant Impact. The McFarland Police Department provides police protection services for the City. As stated, the Safety Element is a policy document of the General Plan that addresses natural and human-induced hazards and provides guidelines for reducing community impacts from a disaster, and creating a safer community. Adoption and implementation of the updated Safety Element goals and policies would not result in substantial adverse physical impacts associated with provisions or alterations in police protection services. Safety Element Policy SAF-6.3 would support policies and programs that ensure adequate resources are available to respond to health, fire, and police emergencies. In addition Policy SAF-6.8 would involve the Police Department in the development review process to address safety concerns, access issues, and potential traffic conflicts, and identify opportunities to apply Crime Prevention Through Environmental Design (CPTED) principles. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

3) Schools?

Less Than Significant Impact. The City is serviced by the McFarland Unified School District. Adoption and implementation of the updated Safety Element goals and policies would not result in substantial adverse physical impacts associated with provisions or alterations in school services, as no new development would occur with the update. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

4) Parks?

Less Than Significant Impact. The McFarland Parks and Recreation District provides programs, activities, and park facilities and services to residents of McFarland. Adoption and implementation of the updated Safety Element goals and policies would not result in substantial adverse physical impacts or alterations in park facilities or services, as no new development would occur with the update. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

5) Other public facilities?

No Impact. No impacts to public facilities are anticipated with adoption and implementation of the updated Safety Element goals and policies. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.



4.15 RECREATION

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	

Impact Analysis

- a) ***Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

Less Than Significant Impact. Refer to Response No. 4.14(a)(4). Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

- b) ***Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?***

Less Than Significant Impact. Refer to Response No. 4.14(a)(4). Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.



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4.16 TRANSPORTATION/TRAFFIC

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			✓	
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			✓	
c. 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?				✓
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
e. Result in inadequate emergency access?			✓	
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.			✓	

Impact Analysis

- a) ***Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?***

Less Than Significant Impact. Adoption and implementation of the updated Safety Element goals and policies would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, as no new development is proposed as part of the update. The Complete Street 2035 Circulation Element addresses operation and performance of the City's circulation system, including the provision of safe and convenient travel while serving multiple modes and users, which would not conflict with the proposed update. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

- b) ***Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?***



Less Than Significant Impact. Adoption and implementation of the updated Safety Element goals and policies would not conflict with an applicable congestion management program, as no new development is proposed as part of the update. As stated, the Complete Street 2035 Circulation Element addresses operation and performance of the City's circulation system, including addressing congestion management by improving the quality of service of each transportation mode while carefully managing the entire transportation system. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

c) *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?*

No Impact. The nearest public airport (Wasco-Kern County Airport) is located approximately seven miles southwest of the City. According to the Kern County's *Airport Land Use Compatibility Plan*, the City is located outside of the Wasco-Kern County Airport Comprehensive Land Use Plan. Adoption and implementation of the updated Safety Element goals and policies would not result in a change in air traffic patterns or increase the frequency of air traffic or alter air traffic patterns, as no new development or changes in land uses are proposed as part of the update. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. Adoption and implementation of the updated Safety Element goals and policies would not increase hazards due to a design feature, as no new development or alteration to the City's circulation system or changes in land uses are proposed as part of the update. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

e) *Result in inadequate emergency access?*

Less Than Significant Impact. Currently, the City of McFarland has no defined emergency routes. SR-99 would serve as the primary emergency route since it traverses the City and provides regional access within Kern County. However, access to SR-99 is constrained, as there are only two interchanges within the City. Additionally, access between the east and west side of the City is restricted due to the physical barrier SR-99 provides and the limited number of overpasses providing connections. Adoption and implementation of the updated Safety Element goals and policies would not result in inadequate emergency access, as no new development is proposed as part of the update. Safety Element goals and policies would promote and strengthen emergency access and response within the Planning Area. Safety Element SAF-6.1 would continue to implement emergency preparedness and response measures in coordination with Kern County's Emergency Operations Plan. Policy SAF-6.4 calls for the City to investigate and seek out opportunities to improve emergency access and circulation throughout the community, especially between the east and west sides of the City. In addition Policy SAF-6.5 would provide residents and businesses with information about local safety hazards and emergency plans, including evacuation plans and procedures to



accommodate special needs populations and efficient post-disaster recovery. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

- f) ***Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?***

Less Than Significant Impact. Adoption and implementation of the updated Safety Element goals and policies would not conflict with an adopted policy, plan, or program regarding public transit, bicycle, or pedestrian facilities. The Complete Street 2035 Circulation Element addresses operation and performance of the City's circulation system, including transit, bicycle and pedestrian facilities, would not conflict with the proposed update. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.



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4.17 UTILITIES AND SERVICE SYSTEMS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g. Comply with federal, state, and local statutes and regulations related to solid waste?				✓

Impact Analysis

a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

Less Than Significant Impact. The Safety Element is a policy document of the General Plan that addresses natural and human-induced hazards and provides guidance for reducing community impacts from a disaster, and creating a safer community. Adoption and implementation of the updated Safety Element goals and policies would not exceed wastewater treatment requirements as no development is proposed as part of the update. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

b) *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Less Than Significant Impact. Adoption and implementation of the updated Safety Element goals and policies would not require the construction of new treatment facilities, or expansion of water or wastewater facilities, as no new development is proposed as part of the update that would increase demand for water or wastewater treatment. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.



- c) ***Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

Less Than Significant Impact. Adoption and implementation of the updated Safety Element goals and policies would not require the construction of new storm water drainage facilities, or expansion of storm water facilities, as no new development is proposed as part of the update. The Safety Element does include policies that would support improved storm drain facilities and flood control systems as future development occurs. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

- d) ***Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?***

Less Than Significant Impact. Adoption and implementation of the updated Safety Element goals and policies would not require new or expanded water supply entitlements, as new development would not occur as part of the update that would increase demand for water. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. As stated, adoption and implementation of the updated Safety Element goals and policies would not result in an exceedance of the treatment capacity of the wastewater treatment provider, as new development would not occur as part of the update that would increase demand for wastewater treatment. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

- f) ***Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?***

Less Than Significant Impact. Adoption and implementation of the updated Safety Element goals and policies would not exceed the capacity of landfills serving the City, as new development would not occur as part of the update that would increase solid waste requiring disposal within landfills serving the Planning Area. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.



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

No Impact. Adoption and implementation of the updated Safety Element goals and policies would not conflict with federal, state, and local statutes and regulations related to solid waste. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.



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4.18 MANDATORY FINDINGS OF SIGNIFICANCE

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

Impact Analysis

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

Less Than Significant Impact. As concluded in Response 4.4, adoption and implementation of the updated Safety Element goals and policies would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal as it would not result in development of a specific site or area. The Open Space, Conservation, and Recreation Element addresses biological resources, including objectives and policies for environmentally sound development, which would not conflict with the proposed update.

In addition, as demonstrated within Response 4.5, adoption and implementation of the updated Safety Element goals and policies would not significantly affect any important examples of the major periods of California history or prehistory as it would not result in development of a specific site or area. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.



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

Less Than Significant Impact. The update to the Safety Element is a policy document that provides guidance to continue to improve the overall safety of the City, consistent with the other elements of the adopted General Plan. The update to the Safety Element would not result in impacts that are individually limited but cumulatively considerable. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. The update to the Safety Element is a policy document that aims to reduce the potential risk of death, injuries, property damage, and economic and social dislocation resulting from natural and human-induced hazards that may affect the City of McFarland. The Safety Element addresses geologic and seismic hazards, flood hazards, fire hazards, hazardous materials, safety services, and disaster planning. Recognizing that mitigation of hazards and emergency preparedness/response can reduce the impacts resulting from natural and human-induced hazards, the Safety Element describes the City's efforts to mitigate, prepare for, and respond to emergencies. The update to the Safety Element would not have any environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.



5.0 REPORT PREPARATION/REFERENCES

5.1 REPORT PREPARATION PERSONNEL

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Ms. Starla Barker, AICP, Project Manager
Ms. Alesia Hsiao, Environmental Analyst
Ms. Linda Bo, Document Production

5.2 REFERENCES

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6.0 LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

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

✓

I find that although the proposal could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Section 5.0 have been added. A MITIGATED NEGATIVE DECLARATION will be prepared.

—

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

—

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

—

Signature:

Title: Planning Director

Printed
Name:

Dennis McNamara

Agency:

City of McFarland

Date:

6/22/2015



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