



CITY OF SHAFTER, CALIFORNIA

Mitigated Negative Declaration

**GPA 21-37 and ZC 21-70
(Shafter Community Park Project)**

City of Shafter
336 Pacific Avenue
Shafter, CA 93263

CONTENTS

MITIGATED NEGATIVE DECLARATION	4
Mitigation Measures	4
Biological Resources Impact Mitigation Measures	4
Cultural Resources Impact Mitigation Measures	7
INITIAL STUDY CHECKLIST (CEQA APPENDIX G: ENVIRONMENTAL CHECKLIST FORM).....	10
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED.....	13
Determination	13
EVALUATION OF ENVIRONMENTAL IMPACTS	14
ENVIRONMENTAL ISSUE	16
Aesthetics	16
Evaluation of Environmental Effects	16
Agriculture and Forestry Resources	18
Evaluation of Environmental Effects	18
Air Quality.....	20
Evaluation of Environmental Effects	20
Biological Resources.....	29
Evaluation of Environmental Effects	29
Cultural Resources.....	33
Evaluation of Environmental Effects	33
Energy.....	36
Evaluation of Environmental Effects	36
Geology and Soils	40
Evaluation of Environmental Effects	40
Greenhouse Gas Emissions	45
Evaluation of Environmental Effects	45
Hazards and Hazardous Materials.....	48
Evaluation of Environmental Effects	48
Hydrology and Water Quality	52
Evaluation of Environmental Effects	52

Land Use and Planning	57
Evaluation of Environmental Effects	57
Mineral Resources	58
Evaluation of Environmental Effects	58
Noise.....	59
Evaluation of Environmental Effects	59
Population and Housing	61
Evaluation of Environmental Effects	61
Public Services	62
Evaluation of Environmental Effects	62
Recreation	64
Evaluation of Environmental Effects	64
Transportation/Traffic.....	65
Evaluation of Environmental Effects	65
Tribal Cultural Resources	70
Evaluation of Environmental Effects	70
Utilities and Service Systems.....	71
Evaluation of Environmental Effects	71
Wildfires	74
Evaluation of Environmental Effects	74
Mandatory Findings of Significance	76
Evaluation of Environmental Effects	76
BIBLIOGRAPHY	78

CITY OF SHAFTER

MITIGATED NEGATIVE DECLARATION

The City of Shafter (City) has completed an initial study (attached) of the possible environmental effects of the following-described project and has determined that a Mitigated Negative Declaration is appropriate. It has been found that the proposed project, as described and proposed to be mitigated (if required), would not have a significant effect on the environment. This determination has been made according to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines.

Project Title: General Plan Amendment 21-37 and Zone Change 21-70 (Shafter Community Park)

Comment Period Begins: June 24, 2022

Comment Period Ends: July 24, 2022

Mitigation Measures

Mitigation Measures (included in the proposed project to avoid potentially significant effects) are as follows:

Biological Resources Impact Mitigation Measures

1. Within 14 days of the start of project activities, a pre-activity survey shall be conducted by a qualified biologist knowledgeable in the identification of these species. The pre-activity survey shall include walking transects to identify presence of burrowing owls and their burrows, American badgers and their dens, and San Joaquin kit foxes and their dens. The pre-activity survey shall be walked by no greater than 30-foot transects for 100 percent coverage of the project site and the 250-foot buffer, where feasible. If no evidence of these special-status species is detected, no further action is required.
2. If dens or burrows that could support any of these species are discovered during the pre-activity survey conducted under MM BIO-1, the avoidance buffers outlined below shall be established. No work would occur within these buffers unless the biologist approves and monitors the activity.

Burrowing Owl (active burrows)

Nonbreeding season: September 1 – January 31 – 160 feet

Breeding season: February 1 – August 31 – 250 feet

American Badger and San Joaquin Kit Fox

Potential or Atypical den – 50 feet

Known den – 100 feet

Natal or pupping den – Contact agencies for further guidance

3. The following avoidance and mitigation measures shall be implemented during all phases of the project to reduce the potential for impact from the project. They are modified from the U.S. Fish and Wildlife Service Standardized Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance:
 - Project-related vehicles shall observe a daytime speed limit of 20-mph throughout the site in all project areas, except on County roads and State and federal highways.
 - All project activities shall occur during daylight hours, but if work must be conducted at night then a night-time construction speed limit of 10-mph should be established.
 - Off-road traffic outside of designated project areas should be prohibited.
 - To prevent inadvertent entrapment of kit foxes or other animals during construction of the project, all excavated, steep-walled holes or trenches more than two feet deep shall be covered at the close of each working day by plywood or similar materials. If the trenches cannot be closed, one or more escape ramps constructed of earthen-fill or wooden planks should be installed.
 - Before holes or trenches are filled, they should be thoroughly inspected for trapped animals. If at any time a trapped or injured kit fox is discovered, the USFWS and the CDFW shall be contacted before proceeding with the work.
 - In the case of trapped animals, escape ramps or structures should be installed immediately to allow the animal(s) to escape, or the USFWS and CDFW should be contacted for guidance.
 - All construction pipes, culverts, or similar structures with a diameter of four inches or greater that are stored at a construction site for one or more overnight periods shall be thoroughly inspected for kit foxes and burrowing owls before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If a kit fox is discovered inside a pipe, that section of pipe shall not be moved until the USFWS has been consulted. If necessary, and under the direct supervision of the biologist, the pipe may be moved only once to remove it from the path of construction activity, until the fox has escaped.
 - All food-related trash items such as wrappers, cans, bottles, and food scraps should be disposed of in securely closed containers and removed at least once a week from a construction or project site.
 - No pets, such as dogs or cats, should be permitted on the project site.
 - Project-related use of rodenticides and herbicides should be restricted.
 - A representative shall be appointed by the project proponent who will be the contact source for any employee or contractor who might inadvertently kill or injure a kit fox or who finds a dead, injured or entrapped kit fox. The representative should be identified
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during the employee education program and their name and telephone number should be provided to the USFWS and CDFW.

- Upon completion of the project, all areas subject to temporary ground disturbances (including storage and staging areas, temporary roads, pipeline corridors, etc.) shall be recontoured if necessary, and revegetated to promote restoration of the area to pre-project conditions. An area subject to "temporary" disturbance means any area that is disturbed during the project, but after project completion will not be subject to further disturbance and has the potential to be revegetated.
 - Any project personnel who are responsible for inadvertently killing or injuring one of these species should immediately report the incident to their representative. This representative shall contact the CDFW (and USFWS in the case of San Joaquin kit fox) immediately in the case of a dead, injured or entrapped San Joaquin kit fox, American badger, or western burrowing owl.
 - The Sacramento Fish and Wildlife office and CDFW Region 4 office shall be notified in writing within three working days of the accidental death or injury to a San Joaquin kit fox during project related activities. The CDFW shall be notified in the case of accidental death to an American badger or western burrowing owl. Notification must include the date, time, and location of the incident or of the finding of a dead or injured animal and any other pertinent information.
 - New sightings of San Joaquin kit fox, American badger, or western burrowing owl shall be reported to the CNDDDB. A copy of the reporting form and a topographic map clearly marked with the location of where a San Joaquin kit fox was observed should also be provided to the USFWS.
4. If project activities must occur during the nesting season (February 1 to September 15), pre-activity nesting bird surveys shall be conducted within seven days prior to the start of construction at the construction site plus a 250-foot buffer for songbirds and a 500-foot buffer for raptors (other than Swainson's hawk). The surveys shall be phased with construction of the project. If no active nests are found, no further action is required. However, existing nests may become active and new nests may be built at any time prior to and throughout the nesting season, including when construction activities are in progress. If active nests are found during the survey or at any time during construction of the project, an avoidance buffer ranging from 50 feet to 500 feet will be required, with the avoidance buffer from any specific nest being determined by a qualified biologist. The avoidance buffer will remain in place until the biologist has determined that the young are no longer reliant on the adults or the nest. Work may occur within the avoidance buffer under the approval and guidance of the biologist, but full-time monitoring will be required. The biologist shall have the ability to stop construction if nesting adults show any sign of distress.
5. If project activities must occur during the nesting season (February 15 to August 31), pre-activity surveys shall be conducted for Swainson's hawk nests in accordance with the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley, Swainson's Hawk Technical Advisory Committee. The surveys will
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be conducted on the project site plus a 0.5-mile buffer. To meet the minimum level of protection for the species, surveys shall be conducted during at least two survey periods. The survey will be conducted in accordance with the methodology outlined in existing protocols and should be phased with construction of the project. If no Swainson's hawk nests are found, no further action is required.

6. If an active Swainson's hawk nest is discovered at any time within 0.5-mile of active construction, a qualified biologist should complete an assessment of the potential for current construction activities to impact the nest. The assessment will consider the type of construction activities, the location of construction relative to the nest, the visibility of construction activities from the nest location, and other existing disturbances in the area that are not related to construction activities of this project. Based on this assessment, the biologist will determine if construction activities can proceed, and the level of nest monitoring required. Construction activities shall not occur within 500 feet of an active nest but depending upon conditions at the site this distance may be reduced. Full-time monitoring to evaluate the effects of construction activities on nesting Swainson's hawks will be required. The qualified biologist shall have the authority to stop work if it is determined that project construction is disturbing the nest. These buffers may need to increase depending on the sensitivity of the nesting Swainson's hawk to disturbances and at the discretion of the qualified biologist.
7. Prior to the initiation of construction activities, all personnel shall attend a Worker Environmental Awareness Training program developed by a qualified biologist. The program shall include information on the life histories of special-status species with potential to occur on the project, their legal status, course of action should these species be encountered on-site, and avoidance and mitigation measures to protect these species.

Cultural Resources Impact Mitigation Measures

8. If prehistoric or historic-era cultural materials are encountered during construction activities, all work in the immediate vicinity of the find shall halt until a qualified archaeologist can evaluate the find and make recommendations. Cultural resource materials may include prehistoric resources such as flaked and ground stone tools and debris, shell, bone, ceramics, and fire-affected rock as well as historic resources such as glass, metal, wood, brick, or structural remnants. If the qualified archaeologist determines that the discovery represents a potentially significant cultural resource, additional investigations may be required to mitigate adverse impacts from project implementation. These additional studies may include avoidance, testing, and evaluation or data recovery excavation.
 9. If human remains are discovered during construction or operational activities, further excavation or disturbance shall be prohibited pursuant to Section 7050.5 of the California Health and Safety Code. The specific protocol, guidelines, and channels of communication outlined by the Native American Heritage Commission, in accordance with Section 7050.5 of
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the Health and Safety Code, Section 5097.98 of the Public Resources Code (Chapter 1492, Statutes of 1982, Senate Bill 297), and Senate Bill 447 (Chapter 44, Statutes of 1987), shall be followed. Section 7050.5(c) shall guide the potential Native American involvement, in the event of discovery of human remains, at the direction of the county coroner.

Geology and Soils Impact Mitigation Measures

10. During site plan review, the applicant shall provide a revised site plan that includes an onsite surface drainage retention basin and/or other capture method (such as vegetated swales) of sufficient capacity to capture all onsite flows and potentially some offsite flows from public streets as required and approved by the City Engineer. The surface drainage collection and retention collection system shall be supported by a drainage study and analysis prepared per City development standards.
11. If any paleontological resources are encountered during ground disturbance activities, all work within 25 feet of the find shall halt until a qualified paleontologist as defined by the Society of Vertebrate Paleontology Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources, can evaluate the find and make recommendations regarding treatment. Paleontological resource materials may include resources such as fossils, plant impressions, or animal tracks preserved in rock. The qualified paleontologist shall contact the Natural History Museum of Los Angeles County or other appropriate facility regarding any discoveries of paleontological resources.

If the qualified paleontologist determines that the discovery represents a potentially significant paleontological resource, additional investigations and fossil recovery may be required to mitigate adverse impacts from project implementation. If avoidance is not feasible, the paleontological resources shall be evaluated for their significance. If the resources are not significant, avoidance is not necessary. If the resources are significant, they shall be avoided to ensure no adverse effects, or such effects must be mitigated. Construction in that area shall not resume until the resource appropriate measures are recommended or the materials are determined to be less than significant. If the resource is significant and fossil recovery is the identified form of treatment, then the fossil shall be deposited in an accredited and permanent scientific institution. Copies of all correspondence and reports shall be submitted to the Lead Agency.

Hydrology and Water Quality Impact Mitigation Measures

12. Prior to grading permit issuance, the applicant shall receive a water will-serve letter from the City Public Works Director for potable water only (not irrigation water). Said will serve letter will specify the potable water capacity allowed for the project. The fee for said capacity will be per the adopted fee scheduled and due to the City prior to connecting to the City water system.
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13. Prior to grading permit issuance, the applicant shall receive a sewer will-serve letter from the City Public Works Director. Said will serve letter will specify the sewer collection capacity allowed for the project. The fee for said capacity will be per the adopted fee scheduled and due to the City prior to connecting to the City sewer system.
 14. Prior to grading permit issuance, the applicant shall provide the City with a conclusive irrigation water will-serve letter from Shafter-Wasco Irrigation District stating that they will provide irrigation water between February and November.
 15. During site plan review, the applicant shall provide a revised site plan that includes the location of the existing offsite raw Shafter-Wasco Irrigation District water connection to the existing connection point on City-owned property (APN 089-140-73) and future conveyance system to get the raw Shafter-Wasco Irrigation District water to the drywell and filtration unit.
 16. During site plan review, the applicant shall provide a revised site plan that includes the location of the existing offsite well and future conveyance system to get the supplemental well water to the drywell and filtration unit.
 17. During site plan review, the applicant shall provide a revised site plan that includes a drywell and filtration unit to filter the raw Shafter-Wasco Irrigation District water and supplemental well water prior to being sent through the irrigation system.
 18. Prior to grading permit issuance, the applicant shall provide a comprehensive year-round irrigation plan to be approved by the City Public Works Director. The irrigation plan shall include calculations on conveyance of irrigation water during normal, dry, and multiple dry years as well as provide contingency steps if raw Shafter-Wasco Irrigation District water is reduced or not made available to the site.
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INITIAL STUDY CHECKLIST

(CEQA APPENDIX G: ENVIRONMENTAL CHECKLIST FORM)

1. Project title: General Plan Amendment 21-37 and Zone Change 21-70 (Shafter Community Park)
2. Lead Agency name and address: City of Shafter
336 Pacific Avenue
Shafter, CA 93263
3. Contact Person and phone number: Steve Esselman
Planning Director
661-746-5002
4. Project location: Northwest corner of East Ash Avenue and Golds Avenue
5. Project sponsor's name and address: Shafter Recreation and Park District
700 East Tulare Avenue
Shafter, CA 93263
6. General Plan Designation: BP (Business Park) and I (Industrial)
7. Zoning: BP (Business Park) and I (Industrial)
8. Description of project (describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation):

The project consists of a requested General Plan Amendment and Zone Change to allow for the construction of a two-phase recreation and sports park on a 42.4-acre site located at the northwest corner of East Ash Avenue and Golds Avenue in the City of Shafter (project). The proposed General Plan Amendment would change the land use from the existing Industrial (I) and Business Park (BP) land use designations to PS (Parks and Schools) designation. The proposed Zone Change would change the Industrial (I) and Business Park (BP) zone districts to CF (Community Facilities) zone district.

The project would be developed in two phases. Phase 1 would include the construction of various recreational fields and courts for baseball, softball, soccer, basketball, and handball, as well as children's playground and barbecue areas totaling approximately 20 acres. Phase 1

would also include a 340-square-foot restroom, a 1,300-square-foot concession stand with restroom, a 1,000-square-foot storage building, one 720-square-foot office, and three parking areas composed of 336 parking spaces.

Phase 2 would include the construction of various recreational features and courts such as an outdoor gym, tennis/pickle ball courts, kids fit course, dog-park, barbecue area, and track field. Phase 2 would also include the construction of a 26,725-square-foot gym/multi-purpose room, a 1,500-square-foot shop, a 1,000-square-foot restroom, maintenance yard, and 2-parking areas composed of 388 parking spaces. Street construction included in Phase 2 would include the remaining portion of the access road along the north and west boundaries of the park. An on-site retention basin, sized per a drainage study reviewed and approved by the City Engineer, would also be developed at the site. Additionally, an on-site drywell and filtration unit would also be developed to filter raw irrigation water provided by the Shafter-Wasco Irrigation District and supplemented by an offsite water well (see below).

Both Phase 1 and Phase 2 of the project would include the installation of lighting on poles up to 80 feet tall. The lighting at the sports amenities would utilize mechanics and directional design that would prevent light from bleeding over onto adjacent residences during recreational events occurring during evening hours. The anticipated closing time of the park would be 10:00 p.m. in compliance with Shafter Municipal Code Section 12.32.040.j. The conceptual site plan for both phases of the proposed improvements is attached to this document.

Offsite improvements are not shown on the conceptual site plan attached to this document. Offsite improvements include:

- Connection to existing potable water system at East Ash Avenue or a future waterline to be constructed within Golds Avenue. This connection would be for potable water only and the supplied potable water is not to be used for irrigation.
- Connection to existing sewer service located along East Ash Avenue.
- Connection to the SWID system via an existing outlet located on adjacent City property (APN 089-140-73) to supply irrigation water to the site February through November.
- Connection to existing water well from three possible nearby wells. Two of these wells are private and one is on City-owned property.
- Construction of a gravity sewer within the access road on the west and north sides of the park with a point of connection to the existing sewer system within East Ash Avenue. This sewer is meant to serve the commercial lots between the proposed park and Lerdo Highway. Construction of this public facility would be completed before or concurrently with Phase 1. Note: Since the park does not benefit from a new sewer, the sewer's construction would be on the City of Shafter to design and install.

9. Surrounding land uses and setting:

The site is surrounded by residential to the north, industrial to the west and south, and oil production and cultivated farmland to the east.

10. Other public agencies whose approval is anticipated to be required (e.g., permits, financing approval, or participation agreement):

- City of Shafter—Mitigated Negative Declaration consideration and adoption
- City of Shafter—Grading permit
- City of Shafter—Building permit
- City of Shafter—Site Plan Review
- City of Shafter – Potable water and sewer will-serve letters
- Shafter-Wasco Irrigation District – Irrigation water will-serve letter
- San Joaquin Valley Air Pollution Control District—Air Quality Plan compliance
- Central Valley Regional Water Quality Control Board – National Pollutant Discharge Elimination System General Permit for Construction Activities compliance

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

No, California Native American tribes traditionally and culturally affiliated with the project area have not requested consultation.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist in the following pages:

- | | | |
|--|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural & Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> G.H.G. Emissions | <input type="checkbox"/> Hazards/Haz. Mat. |
| <input type="checkbox"/> Hydrology/W.Q. | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Res. |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings |

Determination

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION would be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there would not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION would be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect has been 1) adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) addressed by mitigation measures based on the earlier analysis as described on the attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable legal standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Steve Esselman, Planning Director

June 24, 2022

Date

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
 2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
 3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
 4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
 5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
 6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
 7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
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8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
 9. The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.
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ENVIRONMENTAL ISSUE

Aesthetics

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcrops, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with the applicable zoning or other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Evaluation of Environmental Effects

- a) Less than significant impact. The project proposes a future public park on 42.4 acres. The project site is located on undeveloped land with business park and industrial land use designations and zoning. There are several residences located north of the project site. There is industrial development west and south of the project site, including the Shafter Public Works Department office and yard and the now-closed Shafter Modified Community Correctional Facility. The areas southeast and northeast of the project site include irrigated fields, either fallow or vegetated with alfalfa. East of the project site, the land has been cleared and there are five active oil pumping units.

According to the City of Shafter General Plan, the site is not within or in the vicinity of an identified scenic vista, and no known aesthetic resources exist on or near the site. The project does not lie near or within a State Designated or Eligible State Scenic Highway (Caltrans 2020). Furthermore, development of the project would not block or preclude views to any area containing important or what would be considered visually appealing landforms. The project does not include the removal of trees determined to be scenic or of scenic value, the destruction of rock outcroppings or degradation of any historic building(s). Therefore, the project would not have a substantial adverse effect on a scenic vista.

- b) No impact. Please see response to a. above. Therefore, the project would not substantially damage scenic resources, including, but not limited to, trees, rock outcrops, and historic buildings within a state scenic highway.
- c) Less than significant impact. The project is in an area with residential to the north, industrial to the west and south, and oil production to the east. The project would be visible from passing motorists and the surrounding residential communities. Changes to the visual quality and character of the project site would be compatible with the nearby residential development and include landscaping improvements that would enhance the visual character of the area. The park will be relatively open, with park amenities for use by City residents. Therefore, the project would not substantially degrade the existing visual character or quality of the site and its surroundings in a non-urban area or conflict with the applicable zoning or other regulations governing scenic quality in an urban area.
- d) Less than significant impact. The project will be developed in two phases. Construction of the proposed project would generally occur during daytime hours, typically from 7:00 a.m. to 7:00 p.m. All lighting would be directed downward and shielded to focus illumination on the desired work areas only and prevent light spillage onto adjacent properties. Because lighting used to illuminate work areas would be shielded, focused downward, and turned off by 7:00 p.m., the potential for lighting to affect any residents adversely is minimal. Increased truck traffic and the transport of construction materials to the project site would temporarily increase glare conditions during construction. However, this increase in glare would be minimal. Construction activity would focus on specific areas on the sites, and any sources of glare would not be stationary for a prolonged period.

The proposed baseball, softball, and soccer practice and game schedules indicates that sports field will be utilized by sports teams every day during the months of February through September. The schedule also indicates that practice and game times will end by 10:00 p.m. throughout the year. Therefore, it is anticipated that park nighttime-lighting will be used for a few hours during the evenings, especially in the winter months.

Lighting at the sports amenities will be located on poles up to 80 feet tall. All lighting would be directed downward and shielded to focus illumination on the sports fields only and prevent light spillage onto off-site properties. Because lighting used to illuminate the sports fields, will be focused downward, and turned off by 10:00 p.m., the potential for lighting to affect any residents adversely is minimal. Furthermore, the project would be designed and improved with all applicable policies and regulations, including those that require development within proximity to residential areas to provide buffers, along with appropriate setbacks, landscaping, and screening to minimize light and glare impacts. Therefore, the project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Agriculture and Forestry Resources

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

Evaluation of Environmental Effects

- a) No impact. The 42.4-acre vacant project site has business park and industrial land use designations and zoning, and is surrounded by residential uses to the north, industrial uses to the west and south, and oil production and cultivated farmland to the east.

CEQA uses the California Department of Conservation Division of Land Resource Protection's Farmland Mapping project (FMMP) categories of "Prime Farmland," "Farmland of Statewide Importance," and "Unique Farmland" to define "agricultural land" for the purposes of assessing environmental impacts (PRC Section 21060.1[a]). The project site is designated as "Grazing Land" and "Vacant or Disturbed Land" (DOC 2020).

The project site is not designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance. Additionally, the project and surrounding area is currently zoned for nonagricultural uses. Therefore, the project would not significantly convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use.

- b) No impact. The 42.4-acre vacant project site has business park and industrial land use and zoning designations, and is surrounded by residential uses to the north, industrial uses to the west and south, and oil production and cultivated farmland to the east. The proposed project includes a General Plan Amendment from Industrial and Business Park to Parks & Schools, and a Zone Change from Industrial and Business Park to Community Facilities.

Neither the project site nor the parcels adjacent to its boundary are subject to Williamson Act contracts. Therefore, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract.

- c) No impact. The Public Resources Code Section 12220 (g) and Section 4526 defines "forest land" as land that can support 10% native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. There are no forest lands identified on the project site or within its vicinity. Therefore, the project would not conflict with existing zoning for, or cause rezoning of forest land or timberland, or timberland zoned Timberland Production.
- d) No impact. Please see response to c. above. Therefore, the project would not result in the loss of forestland or conversion of forest land to non-forest.
- e) No impact. Please see responses to a. through d. above. Therefore, the project would not 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.
-

Air Quality

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

Evaluation of Environmental Effects

a) Less than significant impact. State CEQA Guidelines and the Federal Clean Air Act (Sections 176 and 316) contain specific references on the need to evaluate consistencies between the proposed project and the applicable Air Quality Attainment Plan (AQAP) for the project site. To accomplish this, the California Air Resources Board (CARB) has developed a three-step approach to determine project conformity with the applicable AQAP:

1. Determination that an AQAP is being implemented in the area where the project is being proposed. The San Joaquin Valley Air Pollution Control District (SJVAPCD) has implemented the current, modified AQAP as approved by CARB.
2. The proposed project must be consistent with the growth assumptions of the applicable AQAP. The proposed project land use type was not anticipated in the current growth assumptions. Therefore, growth assumptions in the adopted 2005 City of Shafter General Plan Update will be modified with the approval of the proposed project.
3. The project must contain in its design all reasonably available and feasible air quality control measures. The proposed project incorporates various policy and rule-required implementation measures that will reduce related emissions.

The California Clean Air Act (CCAA) and AQAP identify transportation control measures as methods to further reduce emissions from mobile sources. Strategies identified to reduce vehicular emissions such as reductions in vehicle trips, vehicle use, vehicle miles traveled,

vehicle idling, and traffic congestion, to reduce vehicular emissions, can be implemented as control measures under the CCAA as well. Additional measures may also be implemented through the building process such as providing electrical outlets on exterior walls of structures to encourage use of electrical landscape maintenance equipment or measures such as electrical outlets for electrical systems on diesel trucks to reduce or eliminate idling time.

As the growth represented by the proposed project will be updated in the adopted 2005 City of Shafter General Plan Update and incorporated into the AQAP, conclusions may be drawn from the following criteria:

- That, by definition, the proposed emissions from the project are below the SJVAPCD's established emissions impact thresholds and
- That the primary source of emissions from the project will be motor vehicles that are licensed through the State of California and whose emissions are already incorporated into CARB's San Joaquin Valley Emissions Inventory.

Based on these factors, the project is consistent with the AQAP.

The Kern Council of Governments (Kern COG) Regional Conformity Analysis determination demonstrates that the regional transportation expenditure plans (Destination 2042 Regional Transportation Plan and Federal Transportation Improvement Program) in the Kern County portion of the San Joaquin Valley air quality attainment areas would not hinder the efforts set out in CARB's SIP for each area's nonattainment pollutants [carbon monoxide (CO), ozone (O3), and particulate matter less than 10 microns (PM10)]. The analysis uses an adopted regional growth forecast, governed by both the adopted Kern COG Policy and Procedure Manual and a Memorandum of Understanding between the County of Kern and Kern COG (representing itself and outlying municipal member agencies).

The Kern COG Regional Conformity Analysis considers General Plan Amendments (GPA) and Zone Changes that were enacted at the time of the analysis as projected growth within the area based on land use designations incorporated within the adopted 2005 City of Shafter General Plan. Land use designations that are altered based on subsequent GPAs that were not included in the Regional Conformity Analysis were not incorporated into the Kern COG analysis. Consequently, if a proposed project is not included in the regional growth forecast using the latest planning assumptions, it may not be said to conform to the regional growth forecast. Under the current City of Shafter Zoning, the project site is designated as "Industrial" and "Business Park."

Item 2 under Section 3 – Model Maintenance Procedure, of the Kern COG Regional Transportation Modeling Policy and Procedure Manual states "Land Use Data – General Plan land capacity data" or "Build-out capacity" is used to distribute the forecasted County

totals, and may be updated as new information becomes available, and is revised in regular consultation with local planning departments.”

Under current policies, only after a GPA is approved, can housing and employment assumptions be updated to reflect the capacity changes. Since the proposed development does require a GPA and Zone Change, the existing growth forecast will be modified to reflect these changes. To determine whether the forecasted growth for the project area is sufficient to account for the projected increases in employment, an analysis based on Kern COG regional forecast was conducted.

The adopted growth forecast for the project site is distributed to Traffic Analysis Zones (TAZ). To evaluate the impacts to the proposed project area, a one-mile radius analysis was conducted that included TAZs 480, 485, 486, 487, 488, 490, 653, 655, 794, 911, 1651, 1652, 1653, and 1657. This places the project site at the center of the analysis area and provides a conservative evaluation of the TAZ data. Kern COG has predicted an increase in growth in population (3%), an increase in growth in housing (4%) and an increase in employment (5%) between 2017 and 2020. Employment forecast for the TAZ analysis area appears to be sufficient to account for 100% of the planned employment growth attributed to the proposed project. To be considered “consistent” and, therefore, in conformance with the AQAP, these increases would need to occur over the same time as the adopted growth forecast. From 2017 through 2020, 127 new jobs are forecast to be added to the analysis area.

The following table provides the projected growth rates for the TAZ analysis area.

TAZ Analysis Area Projected Growth Analysis			
Metric	2017	2020	2030
Population	6,400	6,578	7,177
Households	1,977	2,046	2,250
Employment	2,514	2,641	3,084

Insight 2019.

The following table provides the percent increase/decrease for the analysis area population, households, and employment.

TAZ Analysis Area Projected Growth Analysis			
Years	% Increase/Decrease		
	Population	Households	Employment
2017*	0	0	0
2020	3	4	5
2030	12	14	23

Insight 2019.

As the estimated construction and operational emissions from the project would be less than significant, no specific mitigation measures would be required. However, to ensure

that the project follows all applicable SJVAPCD rules and regulations, and emissions are further reduced, the applicant should implement and comply with several measures that are either recommended as a “good operating practice” for environmental stewardship or they are required by regulation. Some of the listed measures are regulatory requirements or construction requirements that would result in further emission reductions through their inclusion in project construction and long-term design. The following measures either have been applied to the project through the CalEEMod model and would be incorporated into the project by design or would be implemented in conjunction with SJVAPCD rules as conditions of approval.

As the project would be completed in compliance with SJVAPCD Regulation VIII, dust control measures would be taken to ensure compliance specifically during grading and construction phases. Therefore, the project would not conflict with or obstruct implementation of the applicable air quality plan.

- b) Less than significant impact. Under SJVAPCD’s Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI), any project that would have individually significant air quality impacts would also be considered to have significant cumulative air quality impacts.

The most recent, certified San Joaquin Valley Air Basin (SJVAB) Emission Inventory data available from the SJVAPCD is based on data gathered for the 2015 annual inventory. This data will be used to assist the SJVAPCD in demonstrating attainment of federal 1-hour O3 standards (SJVAPCD 2015). The following table provides a comparative look at the impacts proposed by the proposed project to the SJVAB Emissions Inventory.

Comparative Analysis Based on SJV Air Basin 2015 Inventory – Tons per Year						
	ROG	NOX	CO	SOX	PM10	PM2.5
Kern County – 2015	22,484	20,842	33,872	511	13,688	3,833
SJVAB – 2015	112,931	96,105	199,509	2,738	95,667	21,681
Proposed project	0.2939	0.8589	0.4619	0.00245	0.1027	0.0289
Proposed project’s % of Kern	0.001%	0.004%	0.001%	0.000%	0.001%	0.001%

Insight 2019.

The following three tables provide CARB Emissions Inventory projections for the year 2020 for both the SJVAB and the Kern County portion of the air basin. Looking at the SJVAB Emissions predicted by the CARB year 2020 emissions inventory, the Kern County portion of the air basin is a moderate source of the emissions. The proposed project produces a small portion of the total emissions in both Kern County and the entire SJVAB.

Emission Inventory SJVAB 2020 Projection – Tons per Year						
	ROG	NOX	CO	SOX	PM10	PM2.5
Total Emissions	108,113	74,205	162,425	2,847	96,652	21,535
Percent Stationary Sources	30.82%	14.07%	6.22%	83.33%	5.63%	14.75%
Percent Areawide Sources	51.59%	3.89%	11.96%	3.85%	89.43%	70.85%
Percent Mobile Sources	17.56%	82.05%	81.82%	12.82%	4.95%	14.41%
Total Stationary Source Emissions	33,325	10,439	10,111	2,373	5,439	3,176

Emission Inventory SJVAB 2020 Projection – Tons per Year						
	ROG	NOX	CO	SOX	PM10	PM2.5
Total Areawide Source Emissions	55,772	2,884	19,418	110	86,432	15,257
Total Mobile Source Emissions	18,980	60,882	132,897	365	4,782	3,103

Insight 2019.

Emission Inventory SJVAB – Kern County Portion 2020 Projection – Tons per Year						
	ROG	NOX	CO	SOX	PM10	PM2.5
Total Emissions	21,535	15,878	27,339	511	13,651	3,723
Percent Stationary Sources	52.03%	18.39%	14.82%	78.57%	11.76%	32.35%
Percent Areawide Sources	33.73%	2.76%	6.94%	0.00%	82.62%	55.88%
Percent Mobile Sources	14.24%	78.62%	78.24%	14.29%	5.88%	11.76%
Total Stationary Source Emissions	11,206	2,920	4,052	402	1,606	1,205
Total Areawide Source Emissions	7,264	438	1898	0	11,279	2,081
Total Mobile Source Emissions	3,066	12,483	21,389	73	803	438

Insight 2019.

2020 Emissions Projections – Proposed project, Kern County, and SJVAB			
	ROG	NOX	PM10
Proposed project	0.2939	0.8589	0.1027
Kern County	21,535	15,878	13,651
SJVAB	108,113	74,205	96,652
Proposed project Percent of Kern County	0.001%	0.005%	0.001%
Proposed project Percent of SJVAB	0.000%	0.001%	0.000%
Kern County Percent of SJVAB	19.92%	21.40%	14.12%

Insight 2019.

As shown above, the project would pose an inconsequential impact on regional O3 and PM10 formation. Because the regional contribution to these cumulative impacts would be negligible, the project would not be considered cumulatively considerable in its contribution to regional O3 and PM10 impacts.

A review of the City of Shafter tentative projects indicates that there are 32 other planned developments found within a 6-mile radius of the project. The listings provided below in following tables is only a geographical reference to demonstrate the construction activity in the project vicinity. The number or size of these projects is of no particular significance since no “cumulative” emissions thresholds have been established by the SJVAPCD or the City.

Cumulative Construction Projects						
Six-Mile Radius Projects	Pollutant (tons/year) ¹					
	ROG	NOX	CO	SOX	PM10	PM2.5
Total Cumulative Six-Mile Projects	77.36	65.69	69.80	0.34	45.46	9.87
This Project	2.17	15.09	13.95	0.05	2.85	1.14
Total Cumulative Projects	79.53	80.79	83.76	0.38	48.31	11.01

¹ These emissions are overestimated and include all years of construction, not just a single year, as they are discretionary projects that are subject to various mitigation measures that have not yet been determined nor their impacts reduced herein.

Insight 2019.

Cumulative Operational Projects						
Six-Mile Radius Projects	Pollutant (tons/year) ¹					
	ROG	NOX	CO	SOX	PM10	PM2.5
Total Cumulative Six-Mile Projects	78.78	261.48	420.21	1.81	95.77	50.06
This Project	0.29	0.86	0.46	0.002	0.10	0.03
Total Cumulative Projects	79.08	262.34	420.67	1.81	95.88	50.08
1 These emissions are overestimated and include all years of construction, not just a single year, as they are discretionary projects that are subject to various mitigation measures that have not yet been determined nor their impacts reduced herein.						

Insight 2019.

No mitigation measures were applied to any of the projects as it is not known which, if any, would be required or which may be voluntarily proposed by each developer or required by code or regulation. Additionally, no cumulative significance thresholds are shown since no cumulative thresholds have been established by the SJVAPCD, CARB, or other regulatory authority. These projects represent all known and reasonably foreseeable projects in the area. As these projects either are currently under construction or, at a minimum, approved by the City of Shafter Planning Department for consistency with applicable regulation, for the purposes of this analysis, it is assumed that they are in conformance with the regional AQAP. Because the proposed project would generate less than significant project related operational impacts to criteria air pollutants, the project's contribution to cumulative air quality impacts would not be cumulatively significant.

The GAMAQI also states that when evaluating potential impacts related to Hazardous Air Pollutants (HAPs), "impacts of local pollutants (CO, HAPs) are cumulatively significant when modeling shows that the combined emissions from the project and other existing and planned projects will exceed air quality standards." Because the project would not be a significant source of HAPs, the project would also not be expected to pose a significant cumulative CO or HAPs impact.

The SJVAPCD's GAMAQI has identified CO impacts from impacted traffic intersections and roadway segments as being potentially cumulatively considerable. Traffic increases and added congestion caused by a project can combine to cause a violation of the SJVAPCD's CO standard also known as a "Hotspot." There are two criteria established by the GAMAQI by which CO "Hotspot" modeling is required:

- A traffic study for the project indicates that the Level of Service (LOS) on one or more streets or at one or more intersections in the project vicinity will be reduced to LOS E or F; or
- A traffic study indicates that the project will substantially worsen an already existing LOS F on one or more streets or at one or more intersections in the project vicinity.

According to the project proponent, at the time of this analysis no traffic generation assessment impact study was prepared for this project. However, due to the location and

traffic increase anticipated from this project, impacted intersections and roadway segments are anticipated to operate at a LOS of C or better. Therefore, CO “Hotspot” modeling was not conducted for this project and no concentrated excessive CO emissions are expected to be caused once the proposed project is completed.

Therefore, the project would not 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.

- c) Less than significant impact. Sensitive receptors are defined as locations where young children, chronically ill individuals, the elderly, or people who are more sensitive than the general population reside, such as schools, hospitals, nursing homes, and daycare centers. The nearest residential sensitive receptor to the proposed project site is 0.03 miles north of the project. The nine known nonresidential sensitive receptors within 2 miles of the project site are listed below in the following table.

Sensitive Receptors Located < 2 Miles from project			
Receptor	Type of Facility	Distance from project in Miles	Direction from project
Shafter Community Health Center	Medical Center	0.38	SW
Shafter High School	High School	0.84	NW
Shafter Kiddie Kollege	PK-6 Public	0.95	NW
Carrington of Shafter	Nursing Home	1.09	NW
Golden Living Center – Shafter	Nursing Home	1.20	NW
Redwood Elementary School	PK-6 Public	1.22	NW
Sequoia Elementary School	PK-6 Public	1.25	NW
Golden Oak Elementary School	PK-6 Public	1.28	W
Community Action Partnership	Daycare	1.61	SW
Grimmway Academy	K-8 Public Charter	1.64	SW

Insight 2019.

Visibility impact analyses are intended for stationary sources of emissions which are subject to the Prevention of Significant Deterioration (PSD) requirements in 40 CFR Part 60; they are not usually conducted for area sources. Because the project’s PM10 emissions increase is predicted to be less than the PSD threshold levels, an impact at any Class 1 area or military/airspace operation within 100 kilometers of the project (including San Rafael Wilderness, Domeland Wilderness, and Sequoia National Park) is extremely unlikely. Therefore, based on the project’s predicted less-than-significant PM10 emissions, the project would be expected to have a less-than-significant impact to visibility at any Class 1 area or military/airspace operation.

Ambient CO concentrations normally correspond closely to the spatial and temporal distributions of vehicular traffic. Relatively high concentrations of CO would be expected along heavily traveled roads and near busy intersections. CO concentrations are also influenced by wind speed and atmospheric mixing. CO concentrations may be more uniformly distributed when inversion conditions are prevalent in the valley. Under certain meteorological conditions, CO concentrations along a congested roadway or intersection may reach unhealthful levels for sensitive receptors, e.g. children, the elderly, hospital patients, etc. This localized impact can result in elevated levels of CO, or “hotspots” even though concentrations at the closest air quality monitoring station may be below National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS).

The localized project impacts depend on whether ambient CO levels in the project vicinity would be above or below NAAQS. If ambient levels are below the standards, a project is considered to have significant impacts if a project’s emissions would exceed one or more of these standards. If ambient levels already exceed a State standard, a project’s emissions are considered significant if they would increase one-hour CO concentrations by 10 ppm or more or eight-hour CO concentrations by 0.45 ppm or more. There are two criteria established by the SJVAPCD’s GAMAQI by which CO “Hotspot” modeling is required:

1. A traffic study for the project indicates that the Level of Service (LOS) on one or more streets or at one or more intersections in the project vicinity would be reduced to LOS E or F; or
2. A traffic study indicates that the project would substantially worsen an already existing LOS F on one or more streets or at one or more intersections in the project vicinity.

According to the project proponent, at the time of the Air Quality analysis was prepared no traffic generation assessment impact study was prepared for this project. However, due to the location and traffic increase anticipated from this project, impacted intersections and roadway segments are anticipated to operate at a LOS of C or better. Therefore, CO “Hotspot” modeling was not conducted for this project and no concentrated excessive CO emissions are expected to be caused once the proposed project is completed.

GAMAQI recommends that Lead Agencies consider situations wherein a new or modified source of HAPs is proposed for a location near an existing residential area or other sensitive receptor when evaluating potential impacts related to HAPs.

The proposed project would not result in a significant increase in operational emissions of Hazardous Air Pollutants (HAPs) because there will be little to no increase in heavy duty truck travel associated with the project; therefore, an assessment of the potential risk to the population attributable to emissions of hazardous air pollutants from the proposed project is not required.

Potential risk to the population attributable to emissions of HAPs from the proposed project would be less than significant and therefore, the project would not expose sensitive receptors to substantial pollutant concentrations.

d) Less than significant impact. The SJVAPCD's GAMAQI states "An analysis of potential odor impacts should be conducted for both of the following two situations:

1. Generators – projects that would potentially generate odorous emissions proposed to locate near existing sensitive receptors or other land uses where people may congregate and
2. Receivers – residential or other sensitive receptor projects or other projects built for the intent of attracting people locating near existing odor sources.

The GAMAQI also states, "The District has identified some common types of facilities that have been known to produce odors in the San Joaquin Valley Air Basin. These are presented in Table 6 (Screening Levels for Potential Odor Sources), along with a reasonable distance from the source within which, the degree of odors could possibly be significant. [Table 6] can be used as a screening tool to qualitatively assess a project's potential to adversely affect area receptors" (SJVAPCD 2015). The project is a city park and the anticipated activities for the project site are not listed in Table 6 of the GAMAQI as a source that would create objectionable odors. Therefore, the project would not create objectionable odors affecting a substantial number of people.

Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project;				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with an established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Evaluation of Environmental Effects

- a) Less than significant with mitigation incorporated. The following analysis in this section are based on a Biological Analysis Report (QK 2019). Reviews of agency-maintained databases were conducted to determine the potential presence of sensitive biological resources and special-status species. The results indicated that seven special-status plant species and 21 special-status wildlife species have the potential to occur in the vicinity of the project. The reconnaissance-level field survey was conducted to identify sensitive biological resources on-site and to document the suitability of the habitat on the project to support special-status species.

No special-status plant species have potential to occur within the biological study area (BSA) because of existing habitat and soil conditions.

Most of the BSA is highly disturbed, but it does contain suitable burrowing and foraging habitat. No burrowing owl individuals, burrows, or other sign of the species were observed during the reconnaissance survey, but the species is present in the region year-round and individuals may travel from burrow to burrow periodically. It is possible for a transient burrowing owl to inhabit the project site at any time. Direct and/or indirect impacts to burrowing owl could occur if there is an active burrow within the BSA during the period of construction activities. Construction activities could result in crushing or destroying a burrow with a burrowing owl inside. Noise and vibration from the project construction activities could alter the daily behaviors of individual owls and effect foraging activities or rearing of young.

There is no positive evidence that Swainson's hawk is present within the BSA. The project supports marginal foraging habitat with a meager prey base, although hawks may forage in alfalfa fields east of the project. Any loss of the low-quality foraging habitat present on the project would be an indirect impact to the species. There do not appear to be any suitable nesting trees within a half mile of the project so direct impacts to the species are unlikely.

Horned larks were observed on the project during the reconnaissance survey, although they could not be identified to subspecies. The project and portions of the survey buffer provide suitable nesting and foraging habitat for this ground-nesting species. Ground-disturbing project activities would destroy nesting habitat and could lead to the destruction of California horned lark nests. Construction-related vibration, noise, and dust production, and human presence could alter the normal behaviors of nesting California horned larks in the vicinity of the project and lead to nest failure. Loss of foraging habitat would be an indirect impact for the species.

There is no positive evidence that the American badger is present within the BSA, but low-quality denning and foraging habitat exists. Because this species is highly mobile, this species may be present on the site as a transient forager. Direct impacts could include injury or death of individuals, or entrapment in trenches or pipes. Noise, vibration, and the presence of construction workers could alter normal behaviors if badgers are present, which could affect reproductive success. Increased human presence at the community park following project completion could indirectly impact American badger by deterring them from denning or foraging in the vicinity of the project. Loss of foraging habitat would also indirectly impact the species.

There is no positive evidence that the San Joaquin kit fox is present within the BSA, but suitable denning and foraging habitat exists within the BSA, and the species is known to inhabit the region and is highly adaptable to urban environments. Because this species is highly mobile, it may be present from time to time on the project site as a transient forager or part-time resident. Direct impacts resulting in injury, death, or entrapment in trenches or pipes could occur if a fox travels into the construction area. Noise, vibration, and the presence of construction workers may alter normal behaviors, which could affect reproductive success. Loss of foraging habitat could indirectly affect the species. After the

project is completed, accumulated food-related trash may attract foxes to the park, which could lead to an increase in human interactions.

The BSA contains suitable habitat for a wide variety of nesting native bird species. The project itself would support only ground-nesting species such as horned lark, killdeer (*Charadrius vociferous*), and northern harrier (*Circus hudsonius*), and this habitat is relatively low quality. Ground-disturbing project activities could lead to the destruction of nests of ground-nesting birds. Construction-related vibration, noise, and dust production, and human presence could alter the normal behaviors of nesting birds in the vicinity of the project and lead to nest failure. The project would also result in the loss of marginal ground nesting and forage habitat. Increased human presence at the completed community park could indirectly impact nesting native birds by deterring them from nesting or foraging in the vicinity of the project.

The limited disturbance footprint for this project and the short duration of activities at any given location, coupled with implementation of the mitigation measures listed below would reduce impacts of the project to special-status wildlife species to level that would be less than significant. Mitigation measures are recommended to avoid and minimize impacts to the western burrowing owl, Swainson's hawk, California horned lark, San Joaquin kit fox, and nesting birds. With implementation of mitigation, the project would not 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 CDFW or USFWS.

- b) No impact. The database and literature review identified one sensitive plant communities within 10 miles of the project site, Valley Saltbush Scrub. The nearest CNDDDB occurrence (EONDx 28906) is approximately 3.7 miles southwest of the project. No sensitive plant community occurs within the BSA because all lands in the vicinity have been developed for urban and agricultural uses. The project does not overlap with any federally designated critical habitats. Critical habitat for Buena Vista Lake Ornate Shrew (*Sorex ornatus relictus*) is located approximately 14 miles southwest of the project site. The project does not support any riparian or other sensitive natural communities, nor does it overlap with any designated critical habitat. Therefore, the project would have no impact on any riparian habitat or other sensitive natural community.
- c) No impact. A formal delineation of waters of the U.S. and waters of the State was not conducted for this project and a delineation was not warranted. A search of the National Hydrography Dataset (NHD) and National Wetlands Inventory (NWI) databases showed that there are no jurisdictional waterways or wetlands within the BSA, and no temporary or permanent bodies of water or waterways occur within the BSA.

There are no wetlands or water features on or in the vicinity of the project. The project would have no impacts to jurisdictional aquatic resources and no mitigation measures are warranted. Therefore, the project would have no impact on federally protected wetlands.

- d) Less than significant impact. Wildlife movement corridors, also referred to as dispersal corridors or landscape linkages, are generally defined as linear features along which animals can travel from one habitat or resource area to another. Wildlife movement corridors can be large tracts of land that connect regionally important habitats that support wildlife in general, such as stop-over habitat that supports migrating birds or large contiguous natural habitats that support animals with very large home ranges [e.g., coyotes (*Canis latrans*), mule deer (*Odocoileus hemionus californicus*)]. They can also be small scale movement corridors, such as riparian zones, that provide connectivity and cover to support movement at a local scale.

The project is not located within any identified wildlife linkages or corridors identified by the California Essential Habitat Connectivity project. No potential wildlife corridors occur within the BSA.

The project is not located within a mapped wildlife movement corridor or linkage and none were observed during the survey. The project would not have any impacts to wildlife movement corridors. Therefore, the project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with an established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

- e) No impact. The project does not conflict with the adopted 2005 City of Shafter General Plan Update and is not subject to any local ordinances. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources.
- f) No impact. The project is within the range of the PG&E San Joaquin Valley Operations and Maintenance Habitat Conservation Plan, but this Plan applies only to PG&E operations and maintenance projects and does not apply to this project. Therefore, the project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.
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Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Evaluation of Environmental Effects

- a) Less than significant with mitigation incorporated. An archival records search was conducted at the California State University, Bakersfield, Southern San Joaquin Valley Archaeological Information Center (AIC), by AIC staff members to determine: (1) if prehistoric or historical archaeological sites had previously been recorded within the study area; (2) if the project area had been systematically surveyed by archaeologists prior to the initiation of this field study; and/or (3) whether the region of the field project was known to contain archaeological sites and to thereby be archaeologically sensitive (ASM 2019). The results of this archival records search are summarized here.

According to the AIC records search, no previous studies have occurred in the study area and no cultural resources are known to exist within it. Four previous surveys, however, have been completed within 0.5 miles of the study area.

Survey Reports within 0.5 Miles of the Study Area			
Report No.	Year	Author(s)/Affiliation	Title
KE-01497	1996	TJ Schuster/ Individual consultant	Negative Archaeological Survey Report for Overlay & Widening of Route 43 from Route 58 to .3 Mile S. of Lerdo Highway PM 8.1-16.3
KE-02343	1998	B Price/ Applied Earthworks	Cultural Resources Assessment Pacific Bell Mobile Services Facility CV-007-01, Shafter, Kern County, CA
KE-02396	2000	WJ Nelson / Far Western Anthropological Research Group, Inc.	Cultural Resource Survey for the Level (3) Communications Long Haul Fiber Optics project: Segment WS04: Sacramento to Bakersfield
KE-03025	2005	B Tang et al. / CRM Tech	Historical Resources Compliance Report: Burlington Northern Santa Fe Railway Double Track project (Segment 1) Jastro (MP 892.13) to Shafter (MP 905.07) in and near the Cities of Bakersfield and Shafter, Kern County, California

ASM 2019.

As a result of these studies, one historical resource – a segment of the Atchison Topeka and Santa Fe Railway (P-15-000560) – was recorded within 0.5 miles of the study area.

According to a records search of the Native American Heritage Commission (NAHC) Sacred Lands Files, no tribal cultural resources are known within or in the vicinity of the proposed project. Outreach letters were sent to tribal organizations on the NAHC contact list. No information on tribal cultural resources or sacred places were received as responses.

In addition to the records search, historic maps were examined to determine whether historical development had occurred within the APE. These included Google Earth, historic aerial photography, and the earliest available Rio Bravo USGS topographical quadrangles dating back to 1931. According to these maps, only an unnamed linear dirt road, which no longer exists, was known to bisect the project area. Multiple reservoirs and small structures appear near the study area by 1931 and 1954; however, these no longer exist. No structures or development within the project are shown on any of these information sources.

An intensive Phase I survey of the 42.4-acres project study area was conducted. The field methods employed included intensive pedestrian examination of the ground surface for evidence of archaeological sites in the form of artifacts, surface features (such as bedrock mortars, historical mining equipment), and archaeological indicators (e.g., organically enriched midden soil, burnt animal bone, refuse dumps); the identification and location of any discovered sites, should they be present; tabulation and recording of surface diagnostic artifacts; site sketch mapping using a Trimble GEOEXPLORER 6000 Series GPS with sub-meter accuracy; preliminary evaluation of site integrity; and site recording, following the California Office of Historic Preservation Instructions for Recording Historic Resources and the BLM 8100 Manual, using DPR 523 forms.

The survey was conducted by walking parallel transects across the 42.4-acres project area, spaced at 15-meter intervals. Visibility was excellent throughout the entire project. The project site consisted of undeveloped former agricultural land bordered by paved roads and private property. One dirt road, East Ash Avenue, bisects the project area along its approximate center. A low-density cover of grass was present in some portions; however, visibility was excellent throughout the entire project and adequate for Phase I survey coverage. No cultural resources of any kind were identified within the Shafter community or project area.

However, there is still the potential to unearth previously unknown historical resources at the site and grading and other ground-disturbing activities have the potential to damage or destroy such resources. Mitigation requires prehistoric or historic-era cultural materials are encountered during construction activities, all work in the immediate vicinity of the find shall halt until a qualified archaeologist can evaluate the find and make recommendations. If the qualified archaeologist determines that the discovery represents a potentially

significant cultural resource, additional investigations may be required, and these additional studies may include avoidance, testing, and evaluation or data recovery excavation. With mitigation, the project would not cause a substantial adverse change in the significance of a historical resource.

- b) Less than significant with mitigation incorporated. Please refer to response a. above. On September 21, 2021 pursuant to Public Resources Code Section 21080.3.1 and Government Code Section 65300 et seq, letters were sent to each of the 25 Native American tribes within the geographic area as identified by the NAHC. The letters included a project description and location maps. Outreach letters were sent to tribal organizations on the NAHC contact list. No information on tribal cultural resources or sacred places were received as responses. Additionally, the project would only require minimal ground disturbance related to the construction of walls and fences on already graded ground. However, there is still the potential to unearth previously unknown archeological resources at the site and grading and other ground-disturbing activities have the potential to damage or destroy such resources. Mitigation requires prehistoric or historic-era cultural materials are encountered during construction activities, all work in the immediate vicinity of the find shall halt until a qualified archaeologist can evaluate the find and make recommendations. If the qualified archaeologist determines that the discovery represents a potentially significant cultural resource, additional investigations may be required, and these additional studies may include avoidance, testing, and evaluation or data recovery excavation.
- c) Less than significant with mitigation incorporated. The Phase I Survey of Cultural Resources confirmed that no cultural resources of any kind were identified within the project area. There are no known cemeteries or burials on or near the project. Although unlikely, subsurface construction activities, such as trenching and grading, associated with the proposed project could potentially disturb previously undiscovered human burial sites. Accordingly, this is a potentially significant impact. Although considered unlikely, subsurface construction activities could cause a potentially significant impact to previously undiscovered human burial sites. The cultural resources and Sacred Lands File records searches did not indicate the presence of human remains, burials, or cemeteries within or in the vicinity of the project site.

No human remains have been discovered at the project site, and no burials or cemeteries are known to occur within the area of the site. However, construction would involve earth-disturbing activities, and it is still possible that human remains may be discovered, possibly in association with archaeological sites. Implementation of mitigation that included immediately ceasing work and contacting the County coroner and Native American tribal representatives, if needed, would ensure that the proposed project would not directly or indirectly destroy previously unknown human remains. With mitigation, the project would not disturb any human remains, including those interred outside of dedicated cemeteries.

Energy

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

Evaluation of Environmental Effects

- a) Less than significant impact. Energy usage for construction and operations were developed using the California Emissions Estimator Model (CalEEMod) output files. Project energy consumption levels were estimated for both construction and operations scenarios. These estimates include: (1) fuel use for construction off-road equipment and construction on-road vehicles; (2) fuel use from vehicle trips generated by the project operations; (3) operational natural gas estimates; and (4) operational electricity estimates. Typically, there would be a significant energy impact if the increase in demand for electricity or gas would impact the current capacities of the electric and natural gas utilities. The following table gives estimate of square footage of the park and associated parking lot.

Land Use			
Land Uses	Phase 1 sq ft	Phase 2 sq ft	Total sq ft
Parking Lot	134,400	155,200	289,600
City Park	871,200	588,496	1,459,696
Total			1,749,296

Insight 2019.

Estimates of average daily traffic (ADT) volumes generated by the park are presented in the tables below. Estimates of additional heavy trucks and employees attributable to the expansion were provided by the applicant. Both the heavy truck and employee ADT estimates account for incoming and outgoing trips.

The estimates supplied were the anticipated trucks per month and year for each category. It was assumed from the information that the trips would be evenly spread through the month and therefore, would be a maximum of one additional truck per day for each category. This would equate to two trips (inbound and outbound) for each category of delivery.

Heavy Truck ADT		
Load Type	Additional Trucks	
	Monthly	Yearly

Heavy Truck ADT			
Load Type	Additional Trucks		ADT
	Monthly	Yearly	
3500-gallon water trucks	11	--	2
Off-highway trucks	--	207	2
Concrete trucks	15	--	2
Total			6

Insight 2019.

Based on the ADT estimates above, the following tables present the anticipated fuel usage during Phase 1 and 2 construction.

Construction Fuel Usage Estimates (Phase 1)				
Construction Phase 1	# of Days	Off-road Equipment Hours ¹	Daily ADT ²	Total Fuel Usage
Site Preparation	20	160	12	5,120g
Grading	45	360	14	13,320g
Building Construction	440	3,520	14	130,240g
Total Fuel Usage				157,640 gallons
¹ Off road equipment are conservatively estimated to use 2 gallons per hour operating in place and medium duty diesel trucks are conservatively estimated to use 8 gallons per mile (rounded). ² Heavy duty trucks are conservatively estimated to use 20 gallons per day, and employee vehicles use 2 gallons per day.				

Insight 2019.

Construction Fuel Usage Estimates (Phase 2)				
Construction Phase 2	# of Days	Off-road Equipment Hours ¹	Daily ADT ²	Total Fuel Usage
Site Preparation	10	80	12	2,560g
Grading	30	240	14	8,880g
Building Construction	300	2,400	14	2,400x2g=4,800g + 14x300dx20g=84,000 = 88,880g
Total Fuel Usage				105,120 gallons
¹ Off road equipment are conservatively estimated to use 2 gallons per hour operating in place and medium duty diesel trucks are conservatively estimated to use 8 gallons per mile (rounded). ² Heavy duty trucks are conservatively estimated to use 20 gallons per day, and employee vehicles use 2 gallons per day.				

Insight 2019.

The total fuel usage for the construction of the Phase 1 project 157,640 gallons, and the Phase 2 project 105,120 gallons, which is a total fuel usage of 262,760 gallons.

New buildings and infrastructure constructed under the proposed ordinance would be required to meet the California Code of Regulations Title 20, Energy Building Regulations and Title 24, Energy Conservation Standards, for energy efficiency that are in effect at the time of construction. This would continue to improve energy efficiencies. Furthermore, the California Green Building Standards Code (CALGreen), sets a minimum and mandatory

energy efficiency and materials requirements, to reduce environmental impact through better planning, design, and construction practices which are enforced at the City level.

Based on the project gas and electricity consumption estimates summarized above in tables above, the table below summarizes relative project energy impacts compared to Kern County 2019 usage. The proposed project would generate substantially less than 1% of the County's usage.

Summary of Project's Operational Energy Consumption		
Project Total	Operational Natural Gas (kBTU/year) (unmitigated)	Operational Electricity (kWh/yr)
Project Total	0	101,360
County Total	34,200,000	15,942,000,000
Project % of County Total	0.00	0.0006

Insight 2019.

The project's relative consumption would be minimal, and less than 1/1000th of 1% of the County's usage, which is considered insignificant. The project would not require any increase in annual consumption rates of fuel, electricity, and gas. Therefore, natural gas and electricity providers would not need to extend distribution networks and support facilities to serve the proposed project. Therefore, the project would not result in impacts due to wasteful, inefficient, or unnecessary consumption of energy resources.

- b) Less than significant impact. The project must comply with Title 24, Chapter 4 of the California Green Building Standards Code for residential development and Part 6, of the California Energy Code (CEC) the California Code of Regulations (CCR), Title 20 with adoptions of the California Energy Commission.

The proposed project would result in the construction of a two-phase recreation and sports park on a vacant 42.4-acre site. Energy saving strategies will be implemented where feasible to reduce the project's energy consumption during the construction and post-construction phases. Strategies being implemented include those recommended by CARB that may reduce both the project's construction energy consumption, including diesel anti-idling measures, light-duty vehicle technology, usage of alternative fuels such as biodiesel blends and ethanol, and heavy-duty vehicle design measures to reduce energy consumption. Additionally, as outlined in the SJVAPCD's GAMAQI, the project includes recommendations to reduce energy consumption by shutting down equipment when not in use for extended periods, limiting the usage of construction equipment to eight cumulative hours per day, usage of electric equipment for construction whenever possible in lieu of diesel or gasoline powered equipment, and encouragement of employees to carpool to retail establishments or to remain on-site during lunch breaks.

The project will also incorporate energy saving design features as outlined in the 2019 California Green Building Standards Code to offset energy consumption and costs. In

addition, the project will comply with all applicable General Plan policies and Municipal Code requirements specific to energy and water efficiency standards. Therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Geology and Soils

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

Evaluation of Environmental Effects

- a) The following discusses the potential for the project to expose people or structures to substantial adverse effects because of various geologic hazards. Potential seismic hazards in the planning area involve strong ground shaking, fault rupture, liquefaction, and landslides.
- i. No impact. The City of Shafter is subject to moderate to severe ground shaking because of the alluvial soils that underlie the area and its proximity to active faults. Additionally, the thick sedimentary deposits in the City create the likelihood that a strong earthquake or other disturbance in the area could cause ground subsidence (typically a gradual settling or sinking of the ground surface with little or no horizontal movement). The General Plan policy 7.1.1. requires that all new developments comply with the most recent Uniform Building Code's seismic design standards.

The project site is not located within an Alquist-Priolo Earthquake Fault Zone. Per the Department of Conservation, California Geologic Survey Regulatory Maps (DOC 2020), the nearest fault line is the North of Oildale premier fault, which lies approximately 11 miles east of the project site. The greatest potential for substantial geologic adverse effects in the City is posed by the San Andres Fault, which is located approximately 4 miles west of the Kings County boundary line within Monterey County. The distance from the nearest active faults precludes the possibility of fault rupture on the project site. Although the project area could potentially experience ground shaking, the magnitude of the hazard would not be severe as indicated by the General Plan and project construction will comply with the applicable local and State requirements. Therefore, the project would not directly or indirectly cause potential substantial effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault.

- ii. Less than significant impact. See response to a. above. The City is surrounded on three sides by active fault systems, several of which are less than 10 miles from the City boundaries. In addition, there are faults outside the San Joaquin Valley, but close enough that a major earthquake could affect Shafter. The General Plan policy 7.1.1. requires that all new developments comply with the most recent Uniform Building Code's seismic design standards.

The project site lies within the vicinity of five earthquake fault lines – North of Oildale, Oildale, Pond, Oil Center, and Rio Bravo Ranch. Given the high seismicity of the southern San Joaquin Valley region, moderate to severe ground shaking associated with earthquakes on the nearby faults can be expected within the project area and throughout Kern County. In the event of an earthquake on one of the nearby faults, it is likely that the project would experience ground shaking.

While such seismic shaking would be less severe from an earthquake that originates at a greater distance from the project site, the side effects could potentially be damaging to the recreation park's structures and supporting infrastructure. The project is required to design structures and infrastructure to withstand substantial ground shaking in accordance with all applicable State law and applicable codes included in the California Building Code (CBC) Title 24 for earthquake construction standards and building standards code including those relating to soil characteristics. The project shall adhere to all applicable local and State regulations to reduce any potentially significant impacts to structures resulting from strong seismic ground shaking at the project site. Therefore, the project would not directly or indirectly cause potential substantial effects, including the risk of loss, injury, or death involving strong seismic ground shaking.

- iii. Less than significant impact. Liquefaction is defined as a phenomenon where earthquake-induced ground vibrations increase the pore pressure in saturated,
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granular soils until it is equal to the confining, overburden pressure. When this occurs, the soil can completely lose its shear strength and enter a liquefied state. The possibility of liquefaction is dependent upon grain size, relative density, confining pressure, saturation of the soils, and intensity and duration of ground shaking. For liquefaction to occur, three criteria must be met: “low density,” coarse-grained (sandy) soils, a groundwater depth of less than about 50 feet, and a potential for seismic shaking from nearby large magnitude earthquake.

The project subsurface area soils generally consist of Lewkalb and Wasco sandy loam, with permeability and low permeability layers continuous beneath the site. The depth-to-groundwater at the site is greater than 250 feet below ground surface (bgs), and the site is in an area of minimal rainfall (AEC 2018). Because the depth of the groundwater at the project site is much greater than 50 feet, there is a negligible risk of liquefaction occurring at the project site during a seismic event.

Structures constructed as part of the project would be required by State law to be constructed in accordance with all applicable IBC CBC, Title 24 construction standards. Therefore, the project would not expose people or structures to potential substantial adverse effects involving seismic-related ground failure, including liquefaction.

- iv. No impact. The project site is located on the floor of the San Joaquin Valley, west of the Sierra Nevada foothills. The topography is flat, with an elevation of approximately 355 feet above mean sea level, and no significant topological features. As such, there is no potential for rock fall and landslides to impact the project in the event of a major earthquake, as the area has no significant elevation changes. Based on the predicted maximum horizontal accelerations at the project site and the soil types, minor subsurface settlement may occur onsite during a major earthquake, and this is considered less than significant. The property is flat and there is a low potential for landslides. Therefore, the project would not expose people or structures to potential substantial adverse effects involving landslides.
- b) Less than significant impact. The Shafter area generally contains sandy loams. Due to the characteristics of the on-site soil types and the relatively flat terrain, implementation of the project would not result in significant erosion, displacement of soils or soil expansion problems. The project would be subject to City ordinances and standards relative to soils and geology. Standard compliance requirements include detailed site-specific soil analysis prior to issuance of building permits and adherence to applicable building codes in accordance with the Uniform Building Code.

Construction of the site would temporarily disturb soils, which could loosen soil, and the removal of vegetation could contribute to future soil loss and erosion by wind and storm water runoff. The project would have to request coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges

Associated with Construction Activities (No. 2012-0006-DWQ) (General Permit) because the project would result in one or more acres of ground disturbance. To conform to the requirements of the General Permit, a Storm Water Pollution Prevention Plan (SWPPP) would need to be prepared that specifies best management practices (BMPs) to prevent construction pollutants, including eroded soils (such as topsoil), from moving offsite. Implementation of the General Permit and BMPs requirements would mitigate erosion of soil during construction activities.

During operation, the soils would be sufficiently compacted to required engineered specifications, revegetated in compliance with City requirements, or paved over with impervious surfaces such that the soils at the site would not be particularly susceptible to soil erosion. Therefore, the project would not result in substantial soil erosion or the loss of topsoil.

- c) Less than significant impact. See Geology and Soils responses above. As indicated in previous responses, the site is flat and does not have slopes. Additionally, the site is not located near any areas with sufficient slope that could result in off-site landslides. Moreover, the project will be designed by an engineer as to resist potential side-effects of spreading, subsidence, liquefaction, or collapse. Therefore, the project would not be located on a geologic unit or soil that is unstable, or that would become unstable because of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.
 - d) Less than significant impact. See Geology and Soils responses above. Expansive clay soils are subject to shrinking and swelling due to changes in moisture content over the seasons. These changes can cause damage or failure of foundations, utilities, and pavements. During periods of high moisture content, expansive soils under foundations can heave and result in structures lifting. In dry periods, the same soils can collapse and result in settlement of structures. According to Physical and Chemical Properties of the Soils in the USDA Kern County Soil Survey, the upper five feet of the onsite soil (sandy loam) is considered to have low shrink-swell or expansion potential. In addition, the site is not located in an area of expansive soils. Compliance with applicable City of Shafter General Plan policies, Municipal Code, and the California Building Code, would reduce potential site-specific impacts to less-than-significant levels. Therefore, the project would not be located on expansive soil creating substantial risks to life or property.
 - e) No impact. See Utility and Service Systems responses below. The project would not use septic systems but would connect to the existing City sewer system located along East Ash Avenue. There the project would not result in soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.
 - f) Less than significant with mitigation incorporated. A paleontological study prepared for the project notes that geological reports covering the project area indicate that the project is
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underlain by late Holocene-age alluvial fan deposits and middle to late Pleistocene-age older alluvial fan deposits (SDMNH 2019). These deposits generally consist of unconsolidated silt, sand, gravel, cobbles, and boulders eroded from the surrounding highlands and deposited by the action of streams or rivers. There are no known recorded fossil collection localities from these deposits in the vicinity of the project site. In general, late Holocene-age alluvial deposits are considered unlikely to contain preserved remains of organisms that are not conspecific with modern species living in the southern San Joaquin Valley region. As a result, any such remains encountered in these geologically very young deposits generally would not be considered scientifically significant (SDMNH 2019).

The General Plan confirms that the City of Shafter has received sediments from the Coast Ranges to the west, the Sierra Nevada to the east, and to a lesser degree from activity on the San Andreas Fault system. These sediments contain different species of fossils, reflecting the different periods of deposition. General Plan policy 6.6.3. includes a standard condition of approval for new development projects. The policy requires that if cultural or paleontological resources are encountered during grading, alteration of earth materials in the vicinity of the find be halted until a qualified expert has evaluated the find and recorded identified cultural resources. With implementation of mitigation, the project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Greenhouse Gas Emissions

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

Evaluation of Environmental Effects

a) Less than significant impact. On December 17, 2009, SJVAPCD adopted Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA, which outlined the SJVAPCD's methodology for assessing a project's significance for GHGs under CEQA. The following criteria was outlined in the document to determine whether a project could have a significant impact:

- Projects determined to be exempt from the requirements of CEQA would be determined to have a less-than-significant individual and cumulative impact for GHG emissions and would not require further environmental review, including analysis of project specific GHG emissions. Projects exempt under CEQA would be evaluated consistent with established rules and regulations governing project approval and would not be required to implement Best Performance Standards (BPS).
- Projects complying with an approved GHG emission reduction plan or GHG mitigation program which avoids or substantially reduces GHG emissions within the geographic area in which the project is located would be determined to have a less-than-significant individual and cumulative impact for GHG emissions. Such plans or programs must be specified in law or approved by the Lead Agency with jurisdiction over the affected resource and supported by a CEQA compliant environmental review document adopted by the Lead Agency. Projects complying with an approved GHG emission reduction plan or GHG mitigation program would not be required to implement BPS.
- Projects implementing BPS would not require quantification of project specific GHG emissions. Consistent with CEQA Guidelines, such projects would be determined to have a less-than-significant individual and cumulative impact for GHG emissions.
- Projects not implementing BPS would require quantification of project specific GHG emissions and demonstration that project specific GHG emissions would be reduced or

mitigated by at least 29%, compared to Business-as-Usual (BAU), including GHG emission reductions achieved since the 2002-2004 baseline period. Projects achieving at least a 29% GHG emission reduction compared to BAU would be determined to have a less-than-significant individual and cumulative impact for GHG.

Projects implementing BPS or achieving at least a 29% GHG emission reduction compared to BAU would be determined to have a less-than-significant individual and cumulative impact for GHG.

The project's construction and operational GHG emissions were estimated using the CalEEMod program (version 2016.3.2). For the project to conform with the goals of AB 32, at least a 29% reduction of GHG emissions from BAU must be achieved by 2020. Including improved walkability design, improved destination accessibility, improved pedestrian network, and 3% electric lawnmower, leaf blower, and chainsaw, as well as reducing the operational vehicle trip length for park visitors and workers from a 6.6 mile and 14.7 mile radius (respectively) to an assumption of a 4-mile radius that encompasses all of the urban and rural portions of Shafter as mitigation in the model, the mitigated emissions were calculated using updated emission factors from CalEEMod. The unmitigated and mitigated GHG emissions are summarized in the following table.

Estimated Annual GHG Emissions (MT/Year)				
Source	CO2	CH4	N2O	CO2e
Mitigated Construction Emissions				
2020 Emissions	1280	0.1536	0.000	1284
2021 Emissions	1372	0.1283	0.000	1375
2022 Emissions	870.3	0.111	0.000	873.1
2023 Emissions	590.3	0.058	0.000	591.7
Mitigated Operational Emissions¹				
Area Emissions	0.013	0.000	0.000	0.014
Energy Emissions	29.49	0.001	0.000	29.60
Mobile Emissions	228.9	0.027	0.000	229.6
Waste Emissions	0.585	0.035	0.000	1.448
Water Emissions	40.65	0.002	0.000	40.81
Total Project Operational Emissions	299.6	0.065	0.001	301.4
Annualized Construction Emissions ²	137.1	0.015	0.000	137.5
Project Emissions	436.7	0.080	0.001	438.9
Note: 0.000 could represent <0.000				
¹ Maximum operational emissions were calculated by adding Phase 1 2021 and Phase 2 2022 first year emissions.				
² Per South Coast AQMD's Methodology.				

Insight 2019.

The project would not result in the emissions of hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), or sulfur hexafluoride (SF6), the other gases identified as GHG in AB 32. The proposed project will be subject to any regulations developed under AB 32 as determined by CARB. As noted in following table, implementing the noted mitigation as part of the project design and development, the project will reduce GHG emissions by 44.5%.

Comparison of Unmitigated and Mitigated GHG Emissions (MT/Year)		
	BAU (Unmitigated)	project Mitigated (2020)
CO2e Emissions	543.3	301.4
Percent Reduction		44.5%

Insight 2019.

As shown in the above table, the project will meet the required 29% reduction to meet the AB 32 goals. Therefore, the project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

- b) Less than significant impact. See response to a. above. The project will reduce GHG emissions by 44.5%; thus, it will meet the required 29% reduction to meet the AB 32 goals. Therefore, the project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHG.

Hazards and Hazardous Materials

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

Evaluation of Environmental Effects

- a) Less than significant impact. The project would not involve the routine transport, use, or disposal of hazardous materials as defined by the Hazardous Materials Transportation Uniform Safety Act. However, construction activities would require the transport, storage, use, and/or disposal of hazardous materials such as fuels and greases for the fueling/servicing of construction equipment, and there is the potential for upset and accident conditions that could release such material into the environment. Such substances would be stored in temporary storage tanks/sheds that would be located at the site. Although these types of materials are not acutely hazardous, they are classified as hazardous materials and create the potential for accidental spillage, which could expose construction workers. All transport, storage, use, and disposal of hazardous materials used in the construction of the project would be in strict accordance with federal and state laws and regulations. During construction of the project, Material Safety Data Sheets (MSDS) for

all applicable materials present at the site would be made readily available to onsite personnel. During construction, non-hazardous construction debris would be generated and disposed of at approved facilities for handling such waste. Also, during construction, waste disposal would be managed using portable toilets located at reasonably accessible onsite locations.

Once the project is operational, there may be maintenance activities that utilize gasoline and other vehicle-related chemicals that, if handled improperly, may result in spills. Day-to-day activities in parks do not involve the routine transport, use, or disposal of hazardous materials as defined by the Hazardous Materials Transportation Uniform Safety Act. Maintenance of a park would require the transport, storage, use, and/or disposal of hazardous materials such as paints, cleaners, oils, batteries, and pesticides. Users should follow any instructions for use and storage provided on product labels carefully to prevent any accidents at home. Users should also read product labels for disposal directions to reduce the risk of products exploding, igniting, leaking, mixing with other chemicals, or posing other hazards on the way to a disposal facility. Additionally, residential hazardous waste can be dropped off at Metro Kern County Special Waste Facility located at 4951 Standard Street or at one-day hazardous waste collection events that take place throughout the year. Therefore, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

- b) Less than significant impact. Please refer to response a. above. Therefore, the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous material into the environment.
- c) No impact. The Sequoia Elementary School is located 1.25 miles to the northwest, and the Golden Oak Elementary School is located 1.28 miles west of the project site. Given the distance and the intervening uses there is a very limited potential for the project to affect the schools in the vicinity. Therefore, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school.
- d) No impact. There are no underground storage tanks (USTs) containing regulated substances and no evidence of past or present USTs, such as fill caps or vent pipes, were observed on this property. Also, no unusual ground conditions which might indicate the presence of USTs, waste oil tanks, hydraulic lifts, or other obvious environmental concerns, were observed on the subject property (AEC 2018). Therefore, the project would not

The project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would not create a significant hazard to the public or the environment. The project site is not within the immediate vicinity of a hazardous materials site and would not impact a listed site. There is no data identifying any facilities in the vicinity that might reasonably be anticipated to emit

hazardous air emissions or handle hazardous materials, substances, or wastes that might affect the proposed park. Therefore, the project would not 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) No impact. The project is not located within the boundaries of the adopted Airport Land Use Plan area. The closest public airport to the project is the Shafter Airport/Minter Field located approximately 3.5 miles east of the project, west of State Route 99. The airport provides services such as flight training; supporting area agricultural and business operations; and aircraft fueling, storage, and maintenance. As is typical of most general aviation airports, the dominant type of aircraft based at Shafter Airport/Minter Field is the single-engine, propeller-driven, airplane, comprising 87% of the total (Shafter 2005). Therefore, the project would not result in a safety hazard for people residing or working in the project area because of a public airport or public use airport.
 - f) Less than significant impact. The City of Shafter maintains an emergency plan for response to disasters, including but not limited to earthquakes, floods, fires, hazardous spills or leaks, major industrial accidents, major transportation accidents, major storms, airplane crashes, civil unrest, and national security emergencies. In a disaster, Shafter could experience significant casualties, property damage, and utility service interruptions, potentially exceeding the response capabilities of both the City and the County. The plan outlines the general authority, organization, and response actions for City staff to undertake, in compliance with existing law, when disasters happen. The objectives of the plan are to reduce loss of life, injury, and property losses through effective management of emergency forces (Shafter 2005). The emergency plan includes objectives and policies that would prevent new development from interfering with emergency response of evacuation plans. The project will comply with all local regulations related to the construction of new development that is consistent with the emergency plan. The project would also comply with the appropriate local and State requirements regarding emergency response plans and access. The proposed project would not inhibit the ability of local roadways to continue to accommodate emergency response and evacuation activities. Therefore, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
 - g) Less than significant impact. According to data from the Cal Fire, there are no fire hazard severity zones on the project site or within the City boundaries (Cal Fire 2007). The City of Shafter maintains an emergency plan for response to disasters, including fires. The objectives of the plan are to reduce loss of life, injury, and property losses through effective management of emergency forces (Shafter 2005). The emergency plan includes objectives and policies that would prevent new development from interfering with emergency response of evacuation plans. The project will comply with all local regulations related to the construction of new development that is consistent with the emergency plan. The project would also comply with the appropriate local and State requirements regarding
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emergency response plans and access. The proposed project would not inhibit the ability of local roadways to continue to accommodate emergency response and evacuation activities. Therefore, the project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate of runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage system or provide substantial additional sources of polluted runoff;				
or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk of release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Evaluation of Environmental Effects

- a) Less than significant impact. As discussed in Geology and Soils above, the project site's soil types have a low-to-medium susceptibility to sheet and rill erosion by rainfall and a low susceptibility to wind erosion at the ground surface. Disturbance of onsite soils during construction could result in soil erosion and siltation, and subsequent water quality degradation through increased turbidity and sediment deposition during storm events to offsite locations. Additionally, disturbed soils have an increased potential for fugitive dust to be released into the air and carried offsite. As described in Geology and Soils, the project would be required to comply with the General Permit. To conform to the requirements of the General Permit, a SWPPP would need to be prepared that specifies BMPs to prevent construction pollutants from moving offsite. The project is required to comply with the General Permit because project-related construction activities would disturb at least 1 acre of soil. Therefore, the project would violate any water quality standards or waste discharge requirements.

- b) Less than significant with mitigation incorporated. A large groundwater basin covering over 1.5 million acres underlies most of the southern San Joaquin Valley, including the City, and has been providing water for the area since the early 1900s. This basin is replenished by the natural runoff from the Sierra Nevada, as well as through percolation from the many irrigation canals that import water into the area from other regions of the State. Shafter's drinking water is derived from the aquifers within the basin and is pumped to the surface by a system of groundwater wells operated by the City. The City owns and operates its own public water system, including groundwater wells, above-ground water storage tanks with booster stations, an above-ground tank and booster plant, and water distribution lines (City of Shafter 2005).

There are two types of water sources proposed for the project: (1) potable and (2) irrigation. Potable water would be only used to provide drinking quality water for bathrooms, drinking fountains, and sinks throughout the park site. Irrigation water would be used to irrigate the park.

Full development of the park would require a peak potable water flow (under fire flow conditions) of 1,374 gpm (QK 2021a). The water assessment concluded that the existing potable water system has adequate capacity and the increase in potable water demand can be accommodated by the existing water system and remain within the City's water design criteria without any improvements or upgrades (QK 2021a). The assessment also concluded that the park would result in less potable water demand than the now defunct Shafter Community Correctional Facility, or less than the baseline condition (QK 2021a). The project would tie into the existing potable water system at East Ash Avenue or a future waterline to be constructed within Golds Avenue. Mitigation also requires that the applicant receive a water will-serve letter from the City for potable water only (not irrigation water).

Non-potable water would be used to irrigate the full buildout of the park. The irrigation demand for Phase 1 of the park would be 49,707 gallons of water per day (gpd) with an annual estimated total water use (ETWU) of 55.67 acre-feet/year (AFY). Phase 2 would require 36,905 gpd with an ETWU of 41.33 AFY. The total water usage for irrigation at full build-out is 86,612 gpd or 97 AFY (QK 2021a). The Shafter-Wasco Irrigation District (SWID) has provided the applicant with a letter stating that SWID "typically has water available February through November" and that the water is raw and therefore, requires filtration prior to irrigation use by sprinkler or drip irrigation.

The project would connect to the SWID system via an existing outlet located on adjacent City property (APN 089-140-73) to supply irrigation water to the site February through November. Mitigation requires, prior to grading permit issuance, that the applicant provide the City with a conclusive irrigation water will-serve letter from SWID stating that they will provide irrigation water between February and November. Additional mitigation requires, during site plan review, that the applicant provide a revised site plan that includes the

location of the existing offsite SWID connection and future conveyance system to get the SWID water to the drywell and filtration unit (see below).

Generally, December and January (the months were SWID water is not available) occur during the cold, wet winter months where evapotranspiration and water demand is at its lowest and therefore, demand is at its lowest. Additionally, the applicant intends to supplement SWID water with well water from three possible nearby wells. Two of these wells are private and one is on City-owned property. Mitigation requires, during site plan review, that the applicant provide a revised site plan that includes the location of the existing offsite well and future conveyance system to get the well water to the drywell and filtration unit (see below).

Raw SWID water and supplemental well water would need to be filtered prior to being used in sprinkler and/or irrigation drip systems. The applicant intends to have an onsite filtration system using a drywell system with filtration unit (Jimenez pers. comm.). Mitigation requires, during site plan review, that the applicant provide a revised site plan that includes a drywell and filtration unit to filter the raw SWID water and supplemental well water prior to being sent through the irrigation system.

The largest water need at the site is irrigation water, which would percolate (minus evapotranspiration) to ground and help with replenishment of the basin. Mitigation would also require, prior to grading permit issuance, that the applicant provide a comprehensive year-round irrigation plan to be approved by the City Public Works Director. The irrigation plan would include calculations on conveyance of irrigation water during normal, dry, and multiple dry years as well as provide contingency steps if raw Shafter-Wasco Irrigation District water is reduced or not made available to the site.

With mitigation, the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

- c) The following discusses whether the project would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces.
 - i. Less than significant impact. The project site is flat and grading would be minimal. The topography of the site would not appreciably change because of grading activities. The site does not contain any water features, streams, or rivers. The project would develop significant areas of impervious surfaces that could significantly reduce the rate of percolation at the site or concentrate and accelerate surface runoff in comparison to the baseline condition. However, onsite storm drainage infrastructure is required as a condition of approval for the project.
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The project is not within the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, the project outside of a 100-year flood zone. The project site is located within the FEMA Flood Hazard Zone X: Area of Minimal Flood Hazard, and therefore the potential for flooding at the site appears to be very low. The project would comply with all City codes and regulations related to flooding.

The project requires development of a SWPPP and the use of BMPs and limit the amount of grading where feasible to reduce impacts to water quality during construction.

Therefore, the project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or offsite.

- ii. Less than significant impact. Refer to response c.i above. Therefore, the project would not 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 that would result in flooding on- or offsite.
- iii. Less than significant with mitigation incorporated. The project would comply with all applicable State and local codes and regulations and be required to provide an on-site stormwater retention basin of sufficient capacity to capture and store all surface flow from the park without any of the flow leaving the site. The current site plan attached to this MND is conceptual. Mitigation requires that, during site plan review, the applicant provide a revised site plan that includes an onsite retention basin and/or other capture method (such as vegetated swale) of sufficient capacity to contain all onsite surface stormwater flows. Mitigation also requires providing an engineering analysis by a qualified individual that calculates the projected stormwater flows onsite and provides the dimensions of the basin to capture such flows. With mitigation, the project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.
- iv. Less than significant impact. Construction activities could potentially degrade water quality through the occurrence of erosion or siltation at the project site.

Construction of the project would include soil-disturbing activities that could result in erosion and siltation, as well as the use of harmful and potentially hazardous materials required to operate vehicles and equipment. The transport of disturbed soils or the accidental release of potentially hazardous materials could result in water quality degradation. The project would be required comply with the NPDES Construction General Permit. A SWPPP would be prepared to specify BMPs to

prevent construction pollutants. The project would not otherwise substantially degrade water quality.

The project site is located outside the 500-year floodplain and is not located within a 100-year flood hazard area (FEMA 2021). Therefore, the project would not impede or redirect flood flows.

- d) No impact. As noted above, the project site is not within a FEMA flood hazard zone, nor is it located near the ocean or a steep topographic feature (i.e., mountain, hill, bluff, etc.). Tsunamis are waves generated in oceans from seismic activity. Due to the inland location of the site, tsunamis are not considered a hazard for the site. Therefore, there is no potential for the site to be inundated by tsunami or mudflow.

A seiche is a wave generated by the periodic oscillation of a body of water whose period is a function of the resonant characteristics of the containing basin as controlled by its physical dimensions. There is no body of water within the vicinity of the project site. There is no potential for inundation of the project site by seiche.

There are no nearby levees that would be susceptible to failure or flooding of the site. The project site is not located within the Lake Isabella flood inundation area (Kern County 2017), which is the area that would experience flooding if there was a catastrophic failure of the Lake Isabella Dam. In the event of flooding, the City would utilize the Evacuation Plan to support its Emergency Operations Plans (EOPs). With implementation of the Evacuation Plan, the project would not 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.

- e) Less than significant impact. Refer to a. through d. responses above. There is currently no adopted groundwater management plan for the project site or its vicinity. Therefore, the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.
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Land Use and Planning

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

Evaluation of Environmental Effects

- a) No impact. The project does not include the construction of roads or any other physical barrier. Therefore, the project would not physically divide an established community.
- b) No impact. The proposed project consists of a General Plan Amendment and Zone Change to construct a two-phase recreation and sports park on a vacant, 42.4-acre site. The proposed General Plan Amendment would change the land use designations from the existing Industrial and Business Park to Parks & Schools. The proposed Zone Change would change the zoning from Industrial and Business Park to Community Facilities.

The Public Services and Facilities Element of the General Plan indicates that parks and recreational facilities are a high community priority and is an indicator of residents' quality of life. The goal is to provide 2.5 acres of parkland per 1,000 residents in locations to serve the needs of the community (Shafter 2005).

The proposed project will fulfill the City's General Plan objective for parks and recreational facilities, and with approval of the General Plan Amendment and Zone Change, the proposed 42.4-acre recreation and sports-park will assist the City in meeting its requirements for the provision of parks and recreation facilities. As such, the proposed project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. Therefore, the project would have a less-than-significant impact. Therefore, the project would not 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.

Mineral Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site that is delineated in a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Evaluation of Environmental Effects

- a) No impact. The California Department of Conservation, Geological Survey classifies lands into Aggregate and Mineral Resource Zones (MRZs) based on guidelines adopted by the California State Mining and Geology Board, as mandated by the Surface Mining and Reclamation Act of 1974. These MRZs identify whether known or inferred significant mineral resources are present in areas. Lead agencies are required to incorporate identified MRZs resource areas delineated by the State into their General Plans. The principal mineral resources within the City are oil and natural gas. The southern portion of Kern County is a major oil producing region, with oil fields extending into the southern portion of Shafter's Planning Area (Shafter 2005).

No oil or gas resources have been identified in or extracted from the project site. According to the California Geologic Energy Management [formerly called Division of Oil, Gas and Geothermal Resources (DOGGR)], the project site is not located in an identified oilfield and there are no known wells located on the site. There are five active oil wells located on the eastern adjoining property which were drilled in 2012 (AEC 2018). The proposed project would not result in the loss of availability of mineral resources as the project does not propose the extraction of mineral resources. Additionally, the proposed project would not restrict the ability of mineral rights' holders in the area to exercise their legal rights to access surrounding sites for the exploration and/or extraction of underlying oil research or other natural resources. Therefore, the project would not 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) No impact. As noted above, the project is not designated as a mineral recovery area. The project would not alter any existing plans that protect mineral resources. As a result, the proposed project would not interfere with known mining operations and would not result in the loss of land designated for mineral and petroleum. Therefore, the project would not result in the loss of availability of a locally important mineral resource recovery site that is delineated in a local general plan, specific plan or other land use plan.

Noise

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards from other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Evaluation of Environmental Effects

- a) Less than significant impact. project construction would generate temporary increases in noise levels. The General Plan Section 7.7 requires exterior noise levels in residential zones to be maintained at 60 to 65 decibels utilizing site and architectural design features to mitigate noise impacts when feasible (Shafter 2005).

Chapter 8.24 (Noise Control Regulations) of the City of Shafter Municipal Code establishes regulations and enforcement procedures for construction noise generated in the City. Section 8.24.030 limits construction activities within a residential zone or within a radius of five hundred feet that creates noise exceeding the ambient noise level between the hours of 7:00 p.m. and 7:00 a.m. (Shafter 2005). The regulations do not limit the days of operating construction equipment or vehicles, or the performance of construction work. Construction operations are prohibited from exceeding the ambient noise level between the hours of 7:00 p.m. and 7:00 a.m. The project would comply with all applicable policies, regulations, and standards and policies within the City's General Plan and Municipal Code. Therefore, the project would not generate substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

- b) Less than significant impact. The project is expected to create temporary groundborne vibration because of the construction activities (during site preparation and grading). According to the U.S. Department of Transportation, Federal Railroad Administration, vibration is sound radiated through the ground. The rumbling sound caused by the vibration is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB). The background

vibration velocity level in residential areas is usually around 50 VdB. A list of typical vibration-generating equipment is shown in following table, although construction of the project may not use all these equipment types.

Different Levels of Groundborne Vibration	
Vibration Velocity Level	Equipment Type
104 VdB	Pile Driver (impact), typical
94 VdB	Vibratory roller
93 VdB	Pile Driver (sonic), typical
87 VdB	Large bulldozer
87 VdB	Caisson drilling
86 VdB	Loaded trucks
79 VdB	Jackhammer
58 VdB	Small bulldozer
Note: 25 feet from the corresponding equipment	

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximately dividing line between barely perceptible and distinctly perceptible levels for many people. Typical outdoor sources of perceptible groundborne vibration are construction equipment and traffic on rough roads. For example, if a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. Typically, groundborne vibration generated by construction activity attenuates rapidly with distance from the source of the vibration. Therefore, vibration issues are generally confined to distances of less than 500 feet (FTA 2006). There are residences located within the surrounding area of the proposed project site. Potential sources of temporary vibration during construction of the proposed project would be minimal and would include transportation and use of equipment on the site. Construction activity would include various site preparation, grading, in fabrication, and site cleanup work. Construction would not involve the use of equipment that would cause high groundborne vibration levels such as pile-driving or blasting. Once constructed, the proposed project would not have any components that would generate high vibration levels. Therefore, the project would not expose persons to or generation of excessive ground-borne vibration or ground-borne noise levels.

- c) No impact. As noted in the Hazards and Hazardous materials section, the closest public airport is Shafter Airport/Minter Field located 3.5 miles east of the project site and provides general aviation facilities and services (Shafter 2005). The project is not located within the airport land use compatibility plan boundaries for Shafter Airport/Minter Field. Therefore, the project would not expose people residing or working in the project area to excessive noise levels for a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport.

Population and Housing

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project;				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Evaluation of Environmental Effects

- a) No impact. The total City population was estimated to be 19,746 in 2019. Growth projections indicate that population in the Shafter Planning Area will be approximately 24,721 in 2030 (Shafter 2005). The project proposes to construct a two-phase recreation and sports park on a vacant 42.4-acre site. The project does not include any new homes or businesses and only roads required to provide access to and around the facility will be constructed as part of the project. The project will not induce unplanned population growth in the area, either directly or indirectly. Therefore, the project would not induce substantial population growth in an area, either directly or indirectly.
- b) No impact. See response to a. above. The project proposes to construct a two-phase recreation and sports park on a vacant 42.4-acre site. Construction of the project would likely be done by construction workers residing in the City or the surrounding area who would not require new housing. The project site is undeveloped and will not involve demolition of existing housing, or construction of new housing, and will not require the construction of replacement housing elsewhere. Therefore, the project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Public Services:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Evaluation of Environmental Effects

- a) The following discusses whether the project would result in substantial adverse physical impacts to public services. The need for additional public service is generally directly correlated to population growth and the resultant additional population's need for services beyond what is currently available.

- i. Less than significant impact. Construction and operation of the project would result in an increase in demand of fire protection services leading to the construction of new or physically altered facilities. Under contract with the City of Shafter, fire suppression support is provided by the Kern County Fire Department located at 325 Sunset Avenue, approximately 1.4 miles northeast of the project site.

The proposed project would result in the construction of a recreation and sports park on a 42.4-acre site. The City of Shafter will ensure that construction activities are conducted in accordance with local and State fire codes. Services are adequately planned for within the City's General Plan through policies to ensure the City maintains fire department performance and response standards by allocating the appropriate resources. As stated, the project applicant is responsible for constructing any infrastructure needed to serve the project. Therefore, the project would not 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 fire protection.

- ii. Less than significant impact. Law enforcement and public protection are provided by the City of Shafter Police Department. The City's police station is located at 201 Central Valley Hwy, approximately 1.4 miles northwest of the project site. The project would not increase demands for public safety protection. The project applicant is responsible for constructing any infrastructure needed to serve the project. Therefore, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or 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 police protection.
 - iii. No impact. The proposed project would not have any impacts on school facilities. Therefore, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 schools.
 - iv. No impact. With approval of the proposed General Plan Amendment and Zone Change the project will fulfill the General Plan's objective and assist the City in meeting its requirements for the provision of parks and recreation facilities. Therefore, the project would not 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 parks.
 - v. No impact. The proposed project does not include any impacts to other public facilities such as libraries, hospitals, or emergency medical facilities. The proposed project would comply with the objectives and policies of the General Plan. Therefore, the project would not 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 other public facilities.
-

Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Evaluation of Environmental Effects

- a) No impact. As stated in the Public Services section, the project would fulfill the City's General Plan objective for parks and recreational facilities, and with approval of the General Plan Amendment and Zone Change, the proposed sports park would assist the City in meeting its requirements for the provision of parks and recreation facilities. Therefore, the project would not increase of the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would not occur or be accelerated.
- b) No impact. As discussed in this MND, with mitigation, the development of this park would not have an adverse physical effect on the environment. Therefore, the project would not include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

Transportation/Traffic

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

Evaluation of Environmental Effects

- a) Less than significant impact. The trip generation and design hour volumes shown in the table below were calculated using anticipated vehicle information from Shafter Recreation and Parks District. It was estimated that six baseball fields and three soccer fields on the project site will have two teams at each field, with 12 children on each baseball team and 15 children on each soccer team. It is anticipated that each child would arrive in a separate vehicle, with a limited number of additional vehicles for spectators. These trips would arrive between the hours of 4:30 p.m. and 6:00 p.m. Therefore, the total number of vehicles entering the facility during this time was assumed to be 270, with 180 trips arriving in the peak hour from 4:30 p.m. to 5:30 p.m.

Daily traffic assumes additional games that are outside of the peak hour. A conservative estimate of trips leaving during this same peak hour was made to consider players that are dropped off. The following table summarized the project traffic from the assumptions above.

Project Trip Generation			
General Information	Daily Trips	PM Peak Hour Trips	
Trip Type	ADT	In (% Split/Trip %)	Out (% Split/Trip %)
Player Arrival	618	67%/154%	33%/77%
Additional Spectators	104	67%/26%	33%/13%
Total	722	180	90

R&S 2022.

A capacity analysis of the study intersections was conducted using Synchro 9 software from Trafficware. This software utilizes the capacity analysis methodology in the Transportation Research Board's 2010 Highway Capacity Manual.

Criteria for intersection level of service (LOS) are shown in the tables below.

Level of Service Criteria – Unsignalized Intersections		
Average Control Delay (sec/veh)	Level of Service	Expected Delay to Minor Street Traffic
≤ 10	A	Little or no delay
> 10 and ≤ 15	B	Short traffic delays
> 15 and ≤ 25	C	Average traffic delays
> 25 and ≤ 35	D	Long traffic delays
> 50	F	Extreme delays

R&S 2019.

Level of Service Criteria – Signalized Intersections		
Volume/Capacity	Control Delay (sec/veh)	Level of Service
< 0.60	≤ 10	A
0.61 - 0.70	> 10 and ≤ 20	B
0.71 - 0.80	> 20 and ≤ 35	C
0.81 - 0.90	> 35 and ≤ 55	D
0.91 - 1.00	> 55 and ≤ 80	E
> 1.0	> 80	F

R&S 2022.

As stated in the City of Shafter General Plan, the peak hour level of service shall be no lower than LOS “C.” Levels of service for the study intersections are presented in the following table. The intersection peak hour level of service goal for the study intersections is LOS C or better.

PM Intersection Level of Service							
#	Intersection	Control Type	2019	2019+	2040	2040+	2040+ project w/ Mitigation
1	Shafter Ave & Lerdo Hwy	Signal	B	B	C	C	-
2	Central Valley Hwy (SR 43) & Lerdo Hwy	Signal	B	B	C	C	-
3	Mannel Ave & Lerdo Hwy	SB	C	C	F	F	C
4	Beech Ave & Lerdo Hwy	Signal	B	B	C	C	-
5	Beech Ave & Ash Ave	AWSC	A	A	A	A	-
6	Golds Ave & Ash Ave	ASWC	2	2	A	A	-

R&S 2022.

Peak hour signal warrants were evaluated for each of the unsignalized intersections within the study area based on the California Manual on Uniform Traffic Control Devices (MUTCD). Peak hour signal warrants assess delay to traffic on the minor street approaches when entering or crossing a major street. Signal warrant analysis results for the PM peak hour are shown in following table.

PM Traffic Signal Warrant Analysis					
#	Intersection	2019	2019+Project	2040	2040+Project

		Major Street Total High Vol	Minor Street Total High Vol	Warrant Met?	Major Street Total High Vol	Minor Street Total High Vol	Warrant Met?	Major Street Total High Vol	Minor Street Total High Vol	Warrant Met?	Major Street Total High Vol	Minor Street Total High Vol	Warrant Met?
3	Mannel Ave at Lerdo Hwy	1131	119	Y	1248	142	Y	1783	222	Y	1900	245	Y
5	Beech Ave at Ash Ave	257	17	N	407	93	N	350	23	N	500	99	N
6	Golds Ave at Ash Ave	2	2	N	35	17	N	3	2	N	35	17	N

R&S 2019.

It is important to note that a signal warrant defines the minimum condition under which signalization of an intersection might be warranted. Meeting this threshold does not suggest traffic signals are required, but rather, that other traffic factors and conditions be considered to determine whether signals are truly justified. It is also noted that signal warrants do not necessarily correlate with level of service. An intersection may satisfy a signal warrant condition and operate at or above an acceptable level of service or operate below an acceptable level of service and not meet signal warrant criteria.

Volume-to-capacity (v/c) ratios for roadway segments in the study area are shown in the following table. A volume-to-capacity ratio of greater than 0.80 corresponds to a LOS of less than C, as defined in 2010 Highway Capacity Manual. The City of Shafter's operational goal for roadway capacity is LOS C or better.

Mitigation is required where project traffic reduces the LOS to below LOS C or, where the pre-existing condition of the roadway (pre-project) is below LOS C, mitigation is required where the addition of project traffic increases the v/c.

Roadway ADT & Capacity										
Street	2019	Project ADT	2019+ Project	2040 ADT	2040+ Project	Existing Capacity	v/c 2019	v/c 2019+ Project	v/c 2040	v/c 2040+ Project
Lerdo Hwy; Shafter Ave to James St	9206	163	9369	11345	11508	15000	0.61	0.62	0.76	0.77
Lerdo Hwy: James St to Central Valley Hwy (SR 43)	9206	280	9486	15111	15391	22500	0.41	0.42	0.67	0.68
Lerdo Hwy: Central Valley Hwy (SR 43) to Beech Ave	12518	435	12953	20548	20983	40000	0.31	0.32	0.51	0.52

R&S 2019.

Intersection and roadway improvements needed by the year 2040 to maintain or improve the operational level of service of the street system in the vicinity of the project are presented in in the following table.

Future Intersection Improvements and Local Mitigation			
#	Intersection	Improvements Required by 2040	Project % Share for Local Mitigation

Future Intersection Improvements and Local Mitigation			
#	Intersection	Improvements Required by 2040	Project % Share for Local Mitigation
3	Mannel Ave & Lerdo Hwy	Add Signal	-

R&S 2022.

Based on the analysis, getting the intersection of Mannel Avenue and Lerdo Highway to an acceptable LOS includes the construction of a traffic signal. The analysis concluded that with or without the project, the intersection would operate at a LOS F and therefore, the project would not cause an impact and would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

- b) No impact. An evaluation of vehicle miles traveled (VMT) for project traffic was conducted based on applicable CEQA guidance. The analysis involved comparing an estimate of VMT attributable to the project to a baseline VMT for the Shafter area and assessing whether project VMT would result in a significant transportation impact. Several factors were taken into consideration when estimating project VMT, including proposed land use and project trip type and distribution. The park will mainly serve residents of the City of Shafter and therefore it was assumed that 90% of trips would be local. The remaining 10% of trips would be regional from nearby population centers.

Based on the table below, it is anticipated that the project will result in a weighted average VMT of 6.55 miles per vehicle per day. An average daily VMT of 44.44 miles was obtained from the Kern County Association of Governments (Kern COG) for use in this study. This baseline average VMT was developed based on household populations in the Shafter area as well as local and regional travel patterns.

VMT Analysis				
Trip Type	Project ADT	Trip Length	Mile Traveled	Average VMT
Regional	77	11.20	865	11.20
Local	695	1.90	1320	1.90
Total				6.55

R&S 2022.

The average project VMT of 6.55 miles per vehicle per day is 85.3% less than the baseline average VMT of 44.44 miles. Therefore, the project would not be in conflict or be inconsistent with CCR Section 15064.3(b).

- c) No impact. The project will be designed to current standards and safety regulations. All site access/egress will be constructed as to comply with the MUTCD regulations and design and safety standards of Chapter 33 of the California Building Codes (CBC) and the guidelines of Title 24 to create safe and accessible roadways. Vehicles exiting the site will be provided with a clear view of the roadway without obstructions. Landscaping associated with the entry driveways could, impede such views, if improperly installed. Specific circulation patterns and driveway designs will incorporate all applicable safety measures to ensure that

hazardous design features or inadequate emergency access to the site or other areas surrounding the project area would not occur. Therefore, the project would not substantially increase hazards due to a design feature or incompatible uses.

- d) Less than significant impact. See response to c. above. The project would be required to comply with all emergency access requirements adopted and set forth in the City of Shafter Municipal Code. These requirements and all others required to be included in the project design will be verified by the City prior to project approval. Therefore, the project would not result in inadequate emergency access.
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Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in the terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5021.1. In applying the criteria set forth in subdivision (c) of Public Resources Code 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Evaluation of Environmental Effects

- a) No impact. On September 21, 2021 pursuant to Public Resources Code Section 21080.3.1 and Government Code Section 65300 et. seq., letters were sent to each of the 25 Native American tribes within the geographic area as identified by the NAHC. The letters included a project description and location maps. No information on tribal cultural resources or sacred places were received as responses. Therefore, the project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed in the California Register of Historical Resources or in a local register of historical resources.
- b) No impact. See response to a. above and in the Cultural Resources section. Therefore, the project would not cause a substantial adverse change in the significance of a tribal cultural resource that is determined by the lead agency to be significant.

Utilities and Service Systems

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

Evaluation of Environmental Effects

- a) Less than significant impact. Refer to Geology and Soils and Hydrology and Water Quality responses above regarding potable and irrigation water, wastewater, and stormwater. The above analysis concluded that the project would not require the relocation or construction of new or expanded facilities for water potable and irrigation water, wastewater, and stormwater facilities.

The Pacific Gas and Electric Company (PG&E) provides electricity to the City. The existing trunk and transmission facilities are adequate to meet present and projected demand to the project site. The project will connect to the existing PG&E transmission lines for electrical power. Although some evening sports events may require the use of lighting, most of the park's activities will be held during the day, when lighting would be minimal. The park will have security lighting, but electrical demand is anticipated to be minimal.

No natural gas or telecommunication facilities are proposed for the project.

Therefore, the project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural

gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

- b) Less than significant impact. Refer to the Hydrology and Water Quality responses above. Therefore, the project has sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.
- c) No impact. The proposed land use changes associated with the Shafter Community Park project will result in an increase of sewer flows of 61 gpm at peak flow (QK 2021b). Compared to existing conditions that currently include the Shafter Community Correctional Facility, the increased flow from the park is expected to be smaller than the flow from the Correctional Facility. The increase in flow was analyzed to determine if the existing system has sufficient capacity to accommodate the increase in sewer flows. The analysis indicate that the existing system has adequate capacity and the increase in flows can be accommodated by the existing system and remain within the City's sewer design criteria without any improvements or upgrades.

The project also proposes the construction of a gravity sewer within the access road on the west and north sides of the park with a point of connection to the existing sewer system within East Ash Avenue. This sewer is meant to serve the commercial lots between the proposed park and Lerdo Highway. Construction of this public facility would be completed before or concurrently with Phase 1. Note: Since the park does not benefit from a new sewer, the sewer's construction would be on the City of Shafter to design and install.

Therefore, the project would not result in the need for a determination by the wastewater treatment provider which serves or may serve the project has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

- d) Less than significant impact. Two franchise haulers, American Refuse and Varner Brothers, serve properties in the City. American Refuse is the franchise hauler within the city core area and will provide service to the proposed project. Solid waste that is collected is disposed of at the Shafter/Wasco Landfill and the Bakersfield Metropolitan (Bena) Landfill. These landfills are owned and operated by the Kern County Waste Management Department. The Shafter/Wasco Landfill is the City's primary landfill, while the Bena Landfill accepts some refuse from industrial uses within the City. Both facilities are designated as a Class III landfills and have the capacity to serve projected solid waste disposal needs through December 2053 and April 2046, respectively. Implementation of the project would result in the generation of solid waste on the project site, which would increase the demand for solid waste disposal. During construction these materials, which are not anticipated to contain hazardous materials, would be collected and transported away from the site. The project, in compliance with federal, State, and local statutes and regulations related to solid waste, would dispose of all waste generated onsite at an approved solid waste facility. Therefore, the project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.
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- e) No impact. See response to d. above. The 1989 California Integrated Waste Management Act (AB 939) requires Kern County to attain specific waste diversion goals. In addition, the California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires expanded or new development projects to incorporate storage areas for recycling bins into the project design. Reuse and recycling of construction debris would reduce operating expenses and save valuable landfill space. As stated above, the Shafter/Wasco Landfill is the City's primary landfill, while the Bena Landfill accepts some refuse from industrial uses within the City. Both facilities have the capacity to serve projected solid waste disposal needs through 2056 and 2046, respectively. Therefore, the project would comply with federal, state, and local management and reduction statutes and regulation related to solid waste.
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Wildfires

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

Evaluation of Environmental Effects

- a) Less than significant impact. See Hazards and Hazardous Materials section regarding emergency response. According to data from the Cal Fire, there are no fire hazard severity zones on the project site or within the City boundaries. As noted previously, the City of Shafter maintains an emergency plan for response to disasters, including fires. The objectives of the plan are to reduce loss of life, injury, and property losses through effective management of emergency forces (Shafter 2005). The emergency plan includes objectives and policies that would prevent new development from interfering with emergency response of evacuation plans. The project will comply with all local regulations related to the construction of new development that is consistent with the emergency plan. The project would also comply with the appropriate local and State requirements regarding emergency response plans and access. The proposed project would not inhibit the ability of local roadways to continue to accommodate emergency response and evacuation activities. Therefore, the project would not substantially impair an adopted emergency response plan or emergency evacuation plan.
- b) Less than significant impact. The project site is in a region dominated by agricultural and urban development. The topography of the area is flat, with an elevation of approximately 355 feet above mean sea level. The project would install the required infrastructure to meet water supply demands for fire protection services. Development of the project will not increase the need for fire protection services or expand the service area of the local Fire

Department, and the project will comply with all applicable fire codes and regulations. Therefore, the project would not exacerbate wildfires and expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors.

- c) No impact. The Pacific Gas and Electric Company (PG&E) provides electricity to the City. The existing trunk and transmission facilities are adequate to meet present and projected demand to the project site. The project will connect to the existing PG&E transmission lines for electrical power. Therefore, the project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.
 - d) No impact. The site is topographically flat land, as is the surrounding area. There are no slopes on or near the property and the project would not expose the people or structures to significant risks from downslope or downstream flooding or landslides due to a result of runoff, post fire instability or drainage changes. According to FEMA Flood Insurance Rate Maps the project is within an area of minimal flood hazards (FEMA 2021). Therefore, the project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.
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Mandatory Findings of Significance

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

Evaluation of Environmental Effects

- a) Less than significant with mitigation incorporated. As evaluated in this document, the project would not substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; reduce the number or restrict the range of an endangered, rare, or threatened species; or eliminate important examples of the major periods of California history or prehistory. With implementation of the mitigation measures recommended in this document, the project would not have the potential to degrade the quality of the environment, significantly impact biological resources, or eliminate important examples of the major periods of California history or prehistory. Therefore, with the following mitigation measures the project would have a less-than-significant impact. Therefore, the project, with the implementation of the identified conditions of approval, best management practices, and mitigation measures, would not 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) Less than significant impact with mitigation incorporated. As described in the impact analyses in this document, any potentially significant impacts of the project would be reduced to a less-than-significant level through implementation of the project as described and by mitigation measures. The project would not otherwise combine with impacts of related development to add considerably to any cumulative impacts in the region. With mitigation, the proposed project would not have impacts that are individually limited, but cumulatively considerable. Therefore, the project would have a less than cumulatively considerable impact with mitigation incorporated. There is no substantial evidence that with the implementation of the identified conditions of approval, best management practices, and mitigation measures, there are any cumulative effects associated with this project.
- c) Less than significant with mitigation incorporated. All the project's impacts, both direct and indirect, that are attributable to the project were identified and mitigated. The project mitigation measures will substantially reduce or eliminate impacts of the project. Therefore, the project, with mitigation, would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.
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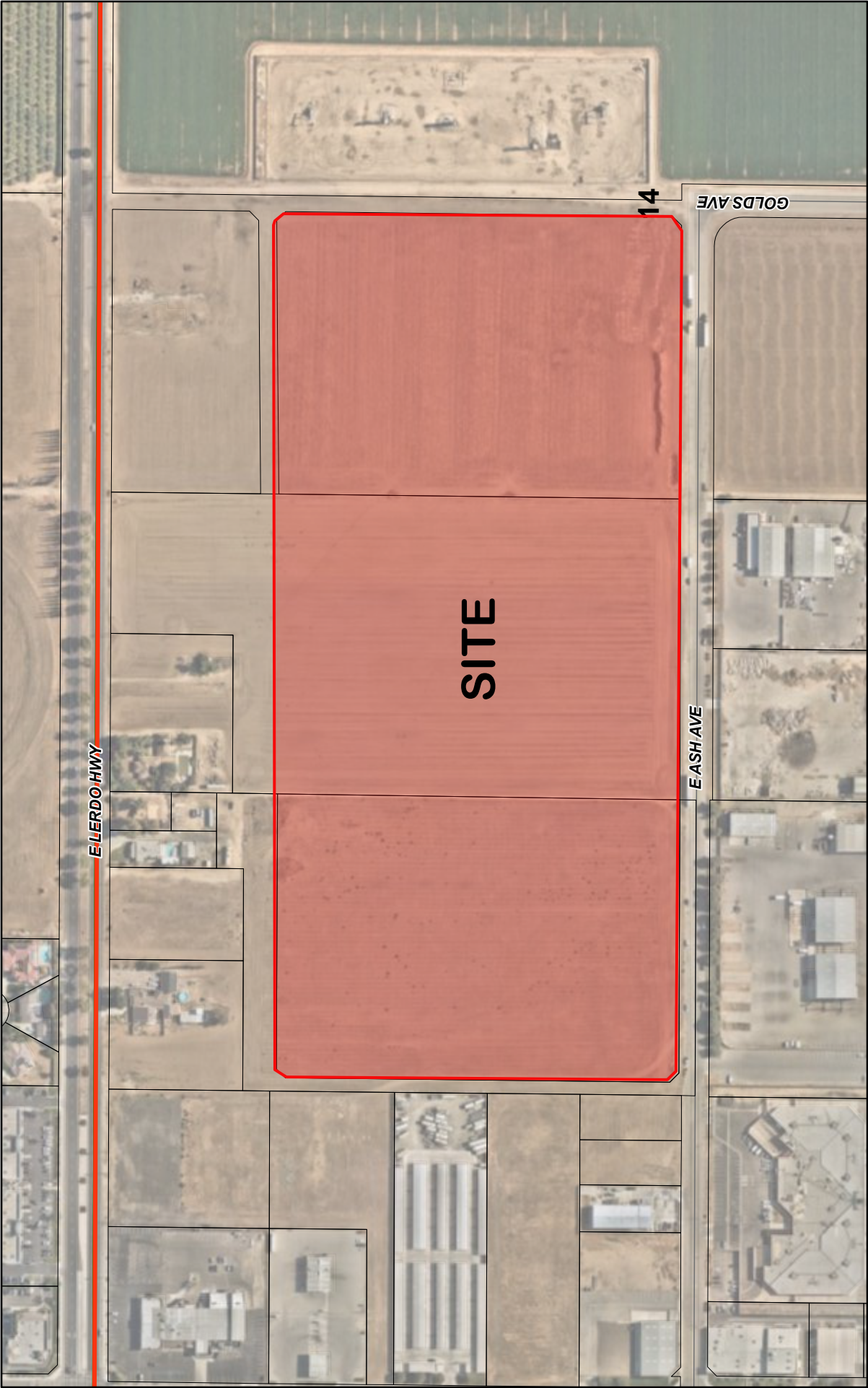
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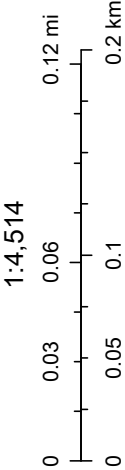
ATTACHMENT A
Maps

General Plan Amendment No. 21-37 and Zone Change No. 21-70



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- Roads and Alleys — Local-Residential
- Parcel Boundary
- Highway
- Section Boundary



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ATTACHMENT B
Site Plan



