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**PLANNING AND NATURAL  
RESOURCES DEPARTMENT**

Planning  
Community Development  
Administrative Operations

**NOTICE OF PREPARATION**

**DATE:** April 12, 2019

**TO:** See Attached Mailing List

**FROM:** Kern County Planning and  
Natural Resources Department  
Attn: Lorelei H. Oviatt, AICP  
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**RE: NOTICE OF PREPARATION OF A DRAFT SUPPLEMENTAL RECIRCULATED ENVIRONMENTAL IMPACT REPORT – GRAPEVINE SPECIFIC AND COMMUNITY PLAN BY TEJON RANCHCORP (2019)**

The Kern County Planning and Natural Resources Department, as Lead Agency (pursuant to California Environmental Quality Act [CEQA] Guidelines Section 15050 *et seq.*) has determined that preparation of a draft Supplemental Recirculated Environmental Impact Report is necessary for the project identified below. The Planning and Natural Resources Department solicits the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities about the proposed project. Your agency will need to use the SREIR prepared by our agency when considering your permit or other approval of projects.

Due to the limits mandated by State law, your response must be received by **May 13, 2019 at 5:00 p.m.** In addition, comments can also be submitted at a **scoping meeting** that will be held at the Kern County Planning and Natural Resources Department on **May 3, 2019 at 1:00 p.m.** at the address shown above.

**PROJECT TITLE:** Supplemental Recirculated Environmental Impact Report for Grapevine Specific and Community Plan by Tejon Ranchcorp (2019) (PP19169):

Specific Plan Amendment No. 157, Map No. 500; General Plan Amendment No. 9, Map No. 202; General Plan Amendment No. 10, Map No 202; General Plan Amendment No. 4, Map No. 218R; General Plan Amendment No. 5, Map No. 218R; General Plan Amendment No. 11, Map No. 219; General Plan Amendment No. 12, Map No. 219; Zone Change Case No. 18, Map No. 202; Zone Change Case No. 3, Map No. 218R, Zone Change Case No. 14, Map No. 219. Special Plan No. 2, Map No. 202; Special Plan No. 3, Map No. 218R; Special Plan No. 3, Map No. 219; Ag. Preserve No. 19 – Exclusion, Map No. 202;

**PROJECT LOCATION:** The project is located approximately 13 miles south of Bakersfield city limits, east and west of Interstate 5 at the Laval and Grapevine interchanges, at the southern end of the San Joaquin Valley area of Kern County, California. The site is located within portions of T.11.N., R.19.W.; T.10.N., R.18.W.; and T.10.N., R.19.W., in the San Bernardino Base and Meridian.

**PROJECT DESCRIPTION:** The proposed project is the reconsideration of new applications for the Grapevine Specific and Community Plan (Grapevine-2019) for consideration and potential approval by Kern County. The Grapevine planning area encompasses approximately 8,010 acres in southwestern Kern County, California and would include up to 12,000 residences (single-family and multi-family units), an additional 2,000 units that may be permitted if maximum commercial/industrial square footage is reduced as specified in the Specific and Special Plan, up to 5,100,000 square feet of commercial/industrial development, 157 acres for schools, 96 acres to 112 acres for parks, and other public facilities, including fire stations, a sheriff's substation, transit facilities/park- and-rides, and water and wastewater treatment facilities. Approximately 3,367 acres (about 42 percent of the planning area) would be designated as exclusive agriculture, with grazing and open space as the predominant land uses. Approximately 83 acres of additional infrastructure improvements would occur outside of the designated Specific Plan development area, and would include roadway improvements, an agricultural haul road, and the potential relocation of an existing California Vehicle Enforcement Facility located along I-5 to the immediate east of the project site.

The County prepared and circulated a draft and final environmental impact report (FEIR) for the Grapevine Specific and Community Plan in 2016. The Kern County Board of Supervisors unanimously approved the Grapevine project and certified the FEIR on December 6, 2016. A lawsuit alleging that several substantive sections of the FEIR failed to comply with CEQA requirements was filed on January 4, 2017 (Center For Biological Diversity et al. v. County Of Kern et al., Kern County Superior Court Case No. BCV-17-100030-KCT). On February 15, 2019, the Court issued a Writ of Mandate and a Judgment upholding the FEIR against all of the claims brought in the lawsuit except for the analysis of potential "significant adverse effects to traffic, air pollution, greenhouse gases, noise, public health and growth inducing impacts" that could occur if the project's vehicle trip internal capture rate (ICR) was lower than analyzed in the FEIR. The Judgment states that the County "is not required to start the EIR process anew" and "need only correct the deficiencies in the EIR that the Court has identified before considering recertification of the EIR. Whether the correction requires recirculation of the EIR, in whole or in part, is for the County to decide in compliance with CEQA." The Judgment directed the County to set aside the project approvals and decertify the FEIR. The County Board of Supervisors rescinded the approvals on March 12, 2019.

On March 14, 2019 the County received an application for the readoption of the Grapevine Specific and Community Plan and other County discretionary approvals, including related General Plan and Zoning Code amendments. The proposed Grapevine project and the requested County discretionary approvals described in the application are the same as considered in the FEIR. The purpose of the SREIR is to correct the specific deficiencies identified by the Court by evaluating potential traffic, air pollution, greenhouse gas, noise, public health and growth inducing impacts that could occur from lower ICRs than evaluated in the FEIR.

**Document can be viewed online at:** <https://kemplanning.com/planning/notices-of-preparation>

Signature:

Name: Lorelei H. Oviatt, AICP, Director

Grapevine 2019  
cc 04/02/2019  
I:\Planning\WORKGRPS\WPLABEL  
S\grapevine2019.docx

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Maricopa, CA 93252

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McFarland, CA 93250

City of Ridgecrest  
100 West California Avenue  
Ridgecrest, CA 93555

City of Shafter  
336 Pacific Avenue  
Shafter, CA 93263

City of Taft  
Planning & Building  
209 East Kern Street  
Taft, CA 93268

City of Tehachapi  
Attn: John Schlosser  
115 South Robinson Street  
Tehachapi, CA 93561-1722

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Wasco, CA 93280

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Los Angeles, CA 90012

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Planning and Building  
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San Luis Obispo, CA 93408

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Santa Barbara, CA 93101

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Visalia, CA 93291

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Ventura, CA 93009-1740

U.S. Bureau of Land Management  
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Bakersfield, CA 93308-6837

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Tim Fox, RLA - Comm Plans & Liaison  
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China Lake, CA 93555

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Western Reg Office/  
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Los Padres National Forest  
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San Francisco, CA 94105

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4800 Stockdale Highway, Ste 108  
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Division of Oil & Gas  
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Headquarters  
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Office of Land Conservation  
801 "K" Street, MS 18-01  
Sacramento, CA 95814

State Dept of Conservation  
Office of Mine Reclamation  
801 "K" Street MS 09-06  
Sacramento, CA 95814-3529

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Bakersfield - Library  
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California Highway Patrol  
Planning & Analysis Division  
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Sacramento, CA 94298-0001

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Attention Susan Stratton  
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Sacramento, CA 95812-4025

State Dept of Parks & Recreation  
Tehachapi District  
Angeles District - Mojave Desert Sector  
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Lancaster, CA 93535

State Water Resources Control Board  
Division of Drinking Water  
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Public Utilities Comm Energy Div  
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San Francisco, CA 94102

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Control Board/Central Valley Region  
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Fresno, CA 93706-2020

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Environmental Protection Agency  
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Substances Control  
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Sacramento, CA 95826

State Dept of Water Resources  
San Joaquin Dist.  
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State Dept of Water Resources  
Div. Land & Right-of-Way  
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Sacramento, CA 94236

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Dept of Resources, Recycling, and  
Recovery  
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Sacramento, CA 95812

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Agriculture Department

Kern County Airports Department

Kern County Administrative Officer

Kern County Public Works Department/  
Building & Development/Floodplain

Kern County Public Works Department/  
Building & Development/Survey

Kern County  
Env Health Services Department

Kern County Fire Dept  
Cary Wright, Fire Marshall

Kern County Library/Beale  
Local History Room

Kern County Library/Beale  
Andie Sullivan

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Frazier Park, CA 93225

Kern County Library  
Arvin Branch  
201 Campus Drive  
Arvin, CA 93203

Kern County Sheriff's Dept  
Administration

Kern County Public Works Department/  
Building & Development/Development  
Review

Kern County Public Works  
Department/Operations &  
Maintenance/Regulatory Monitoring &  
Reporting

Mountain Communities Municipal  
Advisory Council  
P.O. Box 1902  
Frazier Park, CA 93225

El Tejon Unified School Dist  
P.O. Box 876  
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1825 Shafter Road  
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Kern High School Dist  
5801 Sundale Avenue  
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Kern County Superintendent of Schools  
Attention Mary Baker  
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Lebec, CA 93243

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Bakersfield, CA 93313-9630

Kern County Water Agency  
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Bakersfield, CA 93302-0058

Kern County Parks & Recreation

Bear Mountain Rec & Parks Dist  
P.O. Box 658  
Lamont, CA 93241

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Control District

San Joaquin Valley  
Air Pollution Control District  
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4705 Allen Road  
Bakersfield, CA 93314

West Side Mosquito  
Abatement Dist.  
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Taft, CA 93268

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900 Varsity Street  
Arvin, CA 93203

Adam Lazar  
Center for Biological Diversity  
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San Francisco, CA 94104

Adams, Broadwell, Joseph & Cardozo  
Attention: Janet M. Laurain  
601 Gateway Boulevard, Suite 1000  
South San Francisco, CA 94080

U.S. Army  
Attn: Philip Crosbie, Chief  
Strategic Plans, S3, NTC  
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Fort Irwin, CA 92310

U.S. Marine Corps  
Commanding General  
MCIWEST-MCB CamPen  
Attn: A/CS, G7  
Box 555010  
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Long Beach, CA 90801

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Attention Engineering Department  
520 South China Lake Boulevard  
Ridgecrest, CA 93555

Kern Valley Indian Council  
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Tejon Indian Tribe  
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Coordinator  
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Kern Audubon Society  
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13500 Powder River Avenue  
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Center on Race, Poverty  
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Attn: Robert Gomez, Chairperson  
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Tule River Indian Tribe  
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California Highway Patrol  
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29449 Stockdale Highway  
Bakersfield, CA 93314

California Highway Patrol  
Attn: Scot Loetscher, Captain  
9855 Campagnoni Street  
Bakersfield, CA 93313

California Highway Patrol  
Attn: Jeffery L. Briggs, Lieutenant  
9855 Campagnoni Street  
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Christine Lizardi Frazier  
Kern County Superintendent of Schools  
1300 – 17<sup>th</sup> Street – City Centre  
Bakersfield, CA 93301

Mary L. Baker  
Kern County Superintendent of Schools  
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Attn.: Bibiana Alvarez  
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Sacramento, CA 95811

# Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P. O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613  
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # _____
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Project Title: Grapevine Specific and Community Plan by Tejon Ranchcorp (2019)

Lead Agency: Kern County Planning Department Contact Person: Lorelei H. Oviatt  
Mailing Address: 2700 "M" Street Suite 100 Phone: (661) 862-8866  
City: Bakersfield Zip: 93301-2323 County: Kern

Project Location: County: Kern City/Nearest Community: Lebec, Frazier Park, Wheeler Ridge, Mettler  
Cross Streets: Grapevine interchange and Interstate 5 Zip Code: Multiple  
Lat. / Long.: 34° 56' N / 118° 54' W Total Acres: 8,010  
Assessor's Parcel No.: Multiple Section: Multiple Twp.: Multiple Range: Multiple Base: SBB&M  
Within 2 Miles: State Hwy #: Interstate 5 Waterways: California Aqueduct  
Airports: Tejon Ag (private airstrip) Railways: N/A Schools: N/A

### Document Type:

CEQA:  NOP  Draft EIR NEPA:  NOI Other:  Joint Document  
 Early Cons  Supplement/Subsequent EIR  EA  Final Document  
 Neg Dec (Prior SCH No.) 2014041005  Draft EIS  Other \_\_\_\_\_  
 Mit Neg Dec Other \_\_\_\_\_  FONSI

### Local Action Type:

General Plan Update  Specific Plan  Rezone  Annexation  
 General Plan Amendment  Master Plan  Prezone  Redevelopment  
 General Plan Element  Planned Unit Development  Use Permit  Coastal Permit  
 Community Plan  Site Plan  Land Division (Subdivision, etc.)  Other Ag Exclusion

### Development Type:

Residential: Units 12,000 Acres \_\_\_\_\_  Water Facilities: Type On-Site Treatment Plant MGD \_\_\_\_\_  
 Office: Sq.ft. 2,035,000 Acres \_\_\_\_\_ Employees \_\_\_\_\_  Transportation: Type Transit/Park and Ride  
 Commercial: Sq.ft. 1,580,000 Acres \_\_\_\_\_ Employees \_\_\_\_\_  Mining: Mineral \_\_\_\_\_  
 Industrial: Sq.ft. 7,133,400 Acres \_\_\_\_\_ Employees \_\_\_\_\_  Power: Type \_\_\_\_\_ MW \_\_\_\_\_  
 Educational 85 ac. (2 high schools, 2 middle schools, 7 elementary)  Waste Treatment: Type On-Site Wastewater Fac. MGD \_\_\_\_\_  
 Recreational 145 ac.  Hazardous Waste: Type \_\_\_\_\_  
 Other: \_\_\_\_\_

### Project Issues Discussed in Document:

Aesthetic/Visual  Fiscal  Recreation/Parks  Vegetation  
 Agricultural Land  Flood Plain/Flooding  Schools/Universities  Water Quality  
 Air Quality  Forest Land/Fire Hazard  Septic Systems  Water Supply/Groundwater  
 Archeological/Historical  Geologic/Seismic  Sewer Capacity  Wetland/Riparian  
 Biological Resources  Minerals  Soil Erosion/Compaction/Grading  Wildlife  
 Coastal Zone  Noise  Solid Waste  Growth Inducing  
 Drainage/Absorption  Population/Housing Balance  Toxic/Hazardous  Land Use  
 Economic/Jobs  Public Services/Facilities  Traffic/Circulation  Cumulative Effects  
 Other \_\_\_\_\_

Present Land Use/Zoning/General Plan Designation: **Land Use:** Vacant Grazing Land; Agriculture – Uncultivated Grape, and Almond; Oils Wells; Interstate 5; General Commercial. **Zoning:** A (Exclusive Agriculture); C-2 PD (General Commercial, Precise Development Combining); FPP (Floodplain Primary). General Plan Designation: 2.1 (Seismic Hazard); 2.2 (Landslide); 2.4 (Steep Slope); 2.5 (Flood Hazard); 4.3 (Specific Plan-Grapevine Commercial); 6.2 (General Commercial); 8.1 (Intensive Agriculture- Min. 20 Acre); 8.3 (Extensive Agriculture- Min. 20 Acre); 8.4 (Mineral and Petroleum- Min. 5 Acre).

Project Description: *See Attached*

**Reviewing Agencies Checklist**

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".  
If you have already sent your document to the agency please denote that with an "S".

- |  |  |
|--|--|
| <u>  S  </u> Air Resources Board                     | <u>      </u> Office of Emergency Services                         |
| <u>      </u> Boating & Waterways, Department of     | <u>  S  </u> Office of Historic Preservation                       |
| <u>  S  </u> California Highway Patrol               | <u>      </u> Office of Public School Construction                 |
| <u>  x  </u> CalFire                                 | <u>  S  </u> Parks & Recreation                                    |
| <u>  S  </u> Caltrans District # <u>6 &amp; 9</u>    | <u>      </u> Pesticide Regulation, Department of                  |
| <u>      </u> Caltrans Division of Aeronautics       | <u>  x  </u> Public Utilities Commission                           |
| <u>      </u> Caltrans Planning (Headquarters)       | <u>  S  </u> Regional WQCB # <u>Central</u>                        |
| <u>      </u> Central Valley Flood Protection Board  | <u>      </u> Resources Agency                                     |
| <u>      </u> Coachella Valley Mountains Conservancy | <u>      </u> S.F. Bay Conservation & Development Commission       |
| <u>      </u> Coastal Commission                     | <u>      </u> San Gabriel & Lower L.A. Rivers and Mtns Conservancy |
| <u>      </u> Colorado River Board                   | <u>      </u> San Joaquin River Conservancy                        |
| <u>  S  </u> Conservation, Department of             | <u>      </u> Santa Monica Mountains Conservancy                   |
| <u>      </u> Corrections, Department of             | <u>      </u> State Lands Commission                               |
| <u>      </u> Delta Protection Commission            | <u>      </u> SWRCB: Clean Water Grants                            |
| <u>      </u> Education, Department of               | <u>      </u> SWRCB: Water Quality                                 |
| <u>  S  </u> Energy Commission                       | <u>      </u> SWRCB: Water Rights                                  |
| <u>  S  </u> Fish & Game Region # <u>Fresno</u>      | <u>      </u> Tahoe Regional Planning Agency                       |
| <u>      </u> Food & Agriculture, Department of      | <u>  S  </u> Toxic Substances Control, Department of               |
| <u>      </u> General Services, Department of        | <u>  S  </u> Water Resources, Department of                        |
| <u>      </u> Health Services, Department of         | <u>      </u> Other _____  |
| <u>      </u> Housing & Community Development        | <u>      </u> Other _____  |
| <u>  S  </u> Integrated Waste Management Board       |  |
| <u>      </u> Native American Heritage Commission    |  |

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**Local Public Review Period (to be filled in by lead agency)**

Starting Date April 12, 2019 Ending Date May 13, 2019

-----  
**Lead Agency (Complete if applicable):**

Consulting Firm: \_\_\_\_\_ Applicant: \_\_\_\_\_  
 Address: \_\_\_\_\_ Address: \_\_\_\_\_  
 City/State/Zip: \_\_\_\_\_ City/State/Zip: \_\_\_\_\_  
 Contact: \_\_\_\_\_ Phone: \_\_\_\_\_  
 Phone: \_\_\_\_\_

-----  
 Signature of Lead Agency Representative: *Lorelei H. Ormatt* Date: 04/12/2019

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Notice of Completion & Environmental Document Transmittal  
Attachment

Project Title: Grapevine Specific and Community Plan by Tejon Ranchcorp (2019)

The proposed project is the reconsideration of new applications for the Grapevine Specific and Community Plan (Grapevine-2019) for consideration and potential approval by Kern County. The Grapevine planning area encompasses approximately 8,010 acres in southwestern Kern County, California and would include up to 12,000 residences (single-family and multi-family units), an additional 2,000 units that may be permitted if maximum commercial/industrial square footage is reduced as specified in the Specific and Special Plan, up to 5,100,000 square feet of commercial/industrial development, 157 acres for schools, 96 acres to 112 acres for parks, and other public facilities, including fire stations, a sheriff's substation, transit facilities/park- and-rides, and water and wastewater treatment facilities. Approximately 3,367 acres (about 42 percent of the planning area) would be designated as exclusive agriculture, with grazing and open space as the predominant land uses. Approximately 83 acres of additional infrastructure improvements would occur outside of the designated Specific Plan development area, and would include roadway improvements, an agricultural haul road, and the potential relocation of an existing California Vehicle Enforcement Facility located along I-5 to the immediate east of the project site.

The County prepared and circulated a draft and final environmental impact report (FEIR) for the Grapevine Specific and Community Plan in 2016. The Kern County Board of Supervisors unanimously approved the Grapevine project and certified the FEIR on December 6, 2016. A lawsuit alleging that several substantive sections of the FEIR failed to comply with CEQA requirements was filed on January 4, 2017 (Center For Biological Diversity et al. v. County Of Kern et al., Kern County Superior Court Case No. BCV-17-100030-KCT). On February 15, 2019, the Court issued a Writ of Mandate and a Judgment upholding the FEIR against all of the claims brought in the lawsuit except for the analysis of potential "significant adverse effects to traffic, air pollution, greenhouse gases, noise, public health and growth inducing impacts" that could occur if the project's vehicle trip internal capture rate (ICR) was lower than analyzed in the FEIR. The Judgment states that the County "is not required to start the EIR process anew" and "need only correct the deficiencies in the EIR that the Court has identified before considering recertification of the EIR. Whether the correction requires recirculation of the EIR, in whole or in part, is for the County to decide in compliance with CEQA." The Judgment directed the County to set aside the project approvals and decertify the FEIR. The County Board of Supervisors rescinded the approvals on March 12, 2019.

On March 14, 2019 the County received an application for the re adoption of the Grapevine Specific and Community Plan and other County discretionary approvals, including related General Plan and Zoning Code amendments. The proposed Grapevine project and the requested County discretionary approvals described in the application are the same as considered in the FEIR. The purpose of the SREIR is to correct the specific deficiencies identified by the Court by evaluating potential traffic, air pollution, greenhouse gas, noise, public health and growth inducing impacts that could occur from lower ICRs than evaluated in the FEIR.

**INITIAL STUDY/NOTICE OF PREPARATION**

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**Grapevine Specific and Community Plan  
by Tejon Ranchcorp Inc. (2019)**

SPA No. 157, Map No. 500  
GPA No. 9, Map No. 202  
GPA No. 10, Map No. 202  
GPA No. 4, Map No. 218R  
GPA No. 5, Map No. 218R  
GPA No. 11, Map No. 219  
GPA No. 12, Map No. 219  
ZCC No. 18, Map No. 202  
ZCC No. 3, Map No. 218R  
ZCC No. 14, Map No. 219  
Special Plan No. 2, Map No. 202  
Special Plan No. 3, Map No. 218R  
Special Plan No. 3, Map No. 219  
Ag. Preserve No. 19 – Exclusion, Map No. 202

(PP19169)

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**LEAD AGENCY:**



Kern County Planning and Natural Resources Department  
2700 M Street, Suite 100  
Bakersfield, CA 93301-2370

Primary Contact: Ms. Lorelei Oviatt, AICP, Director  
(661)862-8866; [lozeleio@kerncounty.com](mailto:lozeleio@kerncounty.com)

Secondary Contact: Ms. Cindi Hoover, Planner 1  
(661)862-8629; [hooverc@kerncounty.com](mailto:hooverc@kerncounty.com)

**April 2019**



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- Greenhouse Gas Emissions
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## **1. PROJECT DESCRIPTION**

### **1.1 Project Location**

The 8,010-acre Grapevine Specific and Community Plan (Grapevine) (2019) site, and 83 acres of off-site infrastructure improvements, are situated in the southern end of the San Joaquin Valley, in Kern County, within the west-central portion of the 270,000-acre Tejon Ranch. Grapevine is also within a 15,644-acre Grapevine Planning Area and is privately owned by Tejon Ranchcorp. The project is subject to Kern County permitting jurisdiction (see Figure 1, Vicinity Map). The project is located south of Interstate 5 (I-5) and State Route (SR) 99 junction, approximately 25 miles south of downtown Bakersfield, 8 miles north of the County of Los Angeles, 3.2 miles north of Lebec, 7.3 miles northeast of Frazier Park, 0.5 miles southeast of Wheeler Ridge, and 4 miles southeast of Mettler. The project is generally bounded by the Tehachapi and San Emigdio Mountains and Tejon Ranch conservation lands to the south, east, and west; the Tejon Ranch Tecuya Creek Conservation Easement and Wind Wolves Preserve to the west; and the Tejon Ranch Commerce Center (TRCC) to the north. The California Aqueduct traverses the project site near the northern boundary. The Edmonston Pumping Plant Road bisects the project site from east to west and I-5 bisects the project site from north to south.

The project site is within three United States Geological Survey (USGS) 7.5-minute quadrangles: Grapevine; Pastoria Creek; and Mettler Grapevine is located in multiple Sections, Townships, and Ranges, including: Sections 4, 5, 6, 7, 8, and 9 of Township (T) 10 North (N), Range (R) 19 West (W); Sections 29, 30, 31, 32, 33, and 34 of T11N, R19W, all in the San Bernardino Base and Meridian. In addition, the portion of the project site south of T10N R19W Sections 7 through 12, are located within Rancho Castac, and the very southeastern tip of the project site is located in Rancho El Tejon; the area within the Ranchos do not have Township, Range, and Section number designations.

### **1.2 Environmental Setting**

The project site is primarily undeveloped rural open space with limited existing utility services. Current and historic uses of the project site include: irrigated agriculture (almond orchards); a commercial area, including hospitality facilities, surrounding the I-5/Grapevine Road interchange; cattle grazing; an air quality monitoring facility; two north-south trending transmission corridors and a switching station; and filming uses. Several oil field administrative boundaries are located near and within the project site, including the Tejon, North Tejon, Wheeler Ridge and Tejon Hills oil fields. Tejon Ranchcorp or its affiliates own all of the oil, gas and other subsurface mineral rights throughout the project area. Oil and gas exploration and development leases within the project site have been established between Tejon Ranchcorp and several entities.

Large-scale farming, oil and gas extraction, mining, and cattle grazing currently exist within the Tejon Ranch boundaries, including the Grapevine area. These activities are overseen by the ranch headquarters located at the top of Grapevine Canyon. The Tejon Ranch lands are subject to the Tejon Ranch Conservation and Land Use Agreement signed in 2008, which preserves approximately 240,000 acres of the ranch in open space in perpetuity.



Surrounding land uses to the north of the project site include the TRCC, the Tejon North oil field, and the Wheeler Ridge oil field. To the south of the project site, land uses include the Tehachapi and San Emigdio Mountains, Tejon Ranch conservation lands, Los Padres National Forest (approximately nine miles south and west), the communities of Lebec and Frazier Park, and the adopted Tejon Mountain Village Specific and Community Plan. The area west of the project site includes the Wind Wolves Preserve conservation area, Tejon Ranch Tecuya Creek Conservation Easement, and the San Emidio New Town Specific Plan. Land uses east of Grapevine include the Pastoria Energy Facility, Griffith Sand and Gravel Mine, Edmonston Pumping Plant, the Tejon oil field, and the Tejon Hills oil field.

Grapevine is entirely within the boundaries of the Kern County General Plan and the “Grapevine Commercial Specific Plan required area” designated in the General Plan. The existing General Plan land use designations for the site are depicted in Figure 2, Existing General Plan Designations. The existing zoning for the site is depicted in Figure 3, Existing Zoning.

### 1.3 Project Description

The March 14, 2019 Grapevine project application includes the same land uses and development plan considered in the FEIR. The project is designed to create a livable and sustainable community with convenient access to a balanced mix of employment, shopping, parks, schools and housing that complements and supports local employment opportunities at Tejon Ranch including within the adjacent TRCC. The project site consists of 8,010 acres and is divided into six separate Sub Areas (see Figure 4, Grapevine Sub Areas). Sub Areas 1 through 6a are designed as a series of villages that would contain a village center comprised of high-density housing and a mix of neighborhood- serving retail and office uses, schools, parks, and community services.

Sub Areas located closest to I-5 would include the most intensive commercial and higher-density residential uses to utilize freeway exposure and support efficient transportation patterns. Village centers in these Sub Areas would be designated as Village Mixed Use (VMU) with compact development to encourage walkability. A mix of lower-density residential, office, research and development, retail, and light industrial/warehouse uses would be located outside of the village centers within Mixed Use (MU) districts. More intensive industrial uses would be located in the Industrial (I) District in Sub Areas 6b through 6e, the site’s northern parcels that are most proximate with to TRCC.

About 3,367 acres, or 42 percent of the Grapevine Project would be designed as Exclusive Agriculture (EA) or Open Area (OA). These districts that are located outside the centers of each Sub Area and serve as buffers between adjacent development and sensitive natural resources. The OA District includes the southern foothills and corridors along the aqueduct and creeks and is subject to the most restrictive zoning. The EA District is located between the OA District and the other districts and allows for up to 100 acres of irrigated agricultural uses, limited ground disturbance for open space uses such as paved multi-use trails, trailhead parking, debris basins and fenced detention basins.

Grapevine includes two Geologic Hazard (GH) and Floodplain (FP) Combining Districts that apply to areas identified as having potential geologic or flooding hazards. The combining districts encompass areas within each of the five districts and are not stand-alone districts.





The following sections describe the proposed land uses in more detail. Figure 5, Grapevine Land Uses depicts the locations of the proposed Grapevine Specific and Community Plan (2019) land uses.

**Village Mixed Use (VMU).** This district is intended to create pedestrian-friendly village centers with higher density and multi-family housing, and by providing for a variety of compatible land uses including service-oriented commercial, office, and higher- density residential dwellings (6–72 dwelling units/net acre). Complementary land uses are compact and designed to provide a pedestrian-scale environment with convenient access to everyday needs within the village centers. The VMU district integrates multi-modal elements and development densities to support pedestrian, bicycle, and transit modes as alternatives to automobile travel. The village centers within the VMU districts will be located approximately 1/2-mile apart to create a community identity for each village.

**Mixed Use (MU).** This district provides for neighborhoods and employment centers with gradually decreased density from the VMU district locations. Uses in this district include residential dwellings (1 dwelling unit per 5 net acres to 40 dwelling units/net acre), office, retail commercial, light industrial, warehouse, and other uses compatible with adjacent land uses. The MU district allows the flexibility to create suburban residential neighborhoods in close proximity to jobs, shopping, and civic uses at lower densities than within the VMU district.

**Industrial (I).** This district is limited to northern parcels (see Figure 4) located closest to the TRCC. The I district will include industrial park, research and development, commercial, manufacturing, warehouse, energy generation, and other uses that are compatible with adjacent land uses.

**Exclusive Agriculture (EA).** This district is generally consistent with the intent and purpose of the existing Exclusive Agriculture Zone Classification within Chapter 19.12 of the Kern County Zoning Ordinance. The EA district consists of agricultural open space that serves as a buffer between adjacent development and sensitive natural resources. Up to 100 acres of new irrigated agricultural uses, limited ground disturbance for open space uses, such as paved multi-use trails, trailhead parking, debris basins and fenced detention basins, are permitted in this district.

**Open Area (OA).** The OA District includes the southern foothills and corridors along the aqueduct and creeks. This district has the most restrictive zoning in the Grapevine project. Permitted uses will generally be limited to grazing, unpaved trail connections, an underground utility corridor across the California aqueduct, unfenced basins (which will be grazed), bridge footings across certain creek corridors and existing water turnouts in the foothills.

**Geologic Hazard (GH) Combining District.** The purpose of the Geologic Hazard (GH) Combining District is to protect the public's health and safety and minimize property damage by designating areas that are subject to or potentially subject to surface faulting, ground shaking, ground failure, landslides, mudslides, or other potential geologic hazards including liquefaction, lateral spreading, and seismically induced densification and settlement by establishing restrictions on land use in such areas. These areas will be subject to the regulations identified in Kern County Zoning Ordinance Chapter 19.68.

**Floodplain (FC) Combining District.** The purpose of the Floodplain (FC) Combining District is to protect the public health and safety and minimize property damage by designating areas that are potentially subject to flooding and by establishing reasonable restrictions on land use in such areas. The FC Combining District



will be applied to areas located within Zone A on the Flood Insurance Rate Maps (FIRM) published by the Federal Emergency Management Agency (FEMA) and supplemented by floodplain delineating maps approved by the Kern County Public Works Department. These areas will be subject to the regulations identified in Kern County Zoning Ordinance Chapter 19.70.

As considered in the FEIR, primary access to the Grapevine site will initially be provided from existing interchanges located along I-5 at Laval Road and at Grapevine Road. A new interchange will eventually replace the existing Grapevine Road interchange. The existing I-5/Wheeler Ridge Road/Laval Road interchange, and with operational improvements, by the I-5/Grapevine Road interchange, are sufficient to serve the early phases of the Grapevine project. A new interchange will be constructed on I-5 to serve Grapevine before applicable level of service (LOS) standards are exceeded at any existing interchange providing interim access to the project site.

The Grapevine Specific and Special Plan includes two options for relocating the interchange: Option A; and Option B. Under Option A, the new interchange would be constructed approximately one mile north of the existing I-5/Grapevine Road interchange and would connect with planned Street A within Grapevine. An existing California Vehicle Enforcement Facility (CVEF) is operated by the California Highway Patrol (CHP) at the approximate location of the new I-5 interchange in Option A. To facilitate interchange construction, and to improve the capacity and operation of the facility, the CVEF would be moved north to the west side of the junction of I-5 and SR 99 on land owned by Tejon Ranchcorp. Under Option B, the new I-5 interchange would be constructed approximately 0.5-mile south of the preferred location and would connect with planned Street B within Grapevine. The primary circulation within the project would extend from these points of access. The roads within the project would be public roads. Water and sewer service would be provided by Tejon- Castac Water District.

About 83 acres would be affected by improvements outside of the 8,010 Grapevine Specific and Community Plan area boundaries. These impacts primarily include roadway connections west and east of Grapevine and impacts associated with the potential relocation of the existing CVEF.

#### **1.4 SREIR Background and Purpose**

The County prepared and circulated a draft and final environmental impact report (FEIR) for the previously proposed Grapevine project in 2016. The Kern County Board of Supervisors unanimously approved the Grapevine project and certified the project FEIR on December 6, 2016. A lawsuit alleging that several substantive sections of the FEIR failed to comply with CEQA requirements was filed on January 4, 2017 (*Center For Biological Diversity et al. v. County Of Kern et al.*, Kern County Superior Court Case No. BCV-17-100030-KCT). On February 15, 2019, the Court issued a Writ of Mandate (Writ) and a Judgment that upheld the FEIR against all of the claims brought in the lawsuit except for the analysis of potential “significant adverse effects to traffic, air pollution, greenhouse gases, noise, public health and growth inducing impacts” that could occur in the event the Project’s vehicle trip internal capture rate (ICR) fell by 10 percent to 20 percent below the levels considered in the FEIR. Based on this finding, the Court directed the County to set aside the project approvals and decertify the FEIR. The County Board of Supervisors rescinded the project approvals as required by the Judgment and Writ on March 12, 2019.



KERN COUNTY PLANNING AND NATURAL RESOURCES DEPARTMENT  
GRAPEVINE SPECIFIC AND COMMUNITY PLAN (2019)

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The Judgment states that, in the event the County reconsiders the certification of the Grapevine EIR and related project approvals, the required CEQA analysis is limited to the correction of the specific deficiencies identified by the Court:

Respondent County is not required to start the EIR process anew. The County need only correct the deficiencies in the EIR that the Court has identified before considering recertification of the EIR. The form of that correction is for the County to determine in the first instance. This Court is not directing the County to exercise its discretion in any particular way. Whether the correction requires recirculation of the EIR, in whole or in part, is for the County to decide in compliance with CEQA. (Judgment Granting Peremptory Writ of Mandate, February 15, 2019, Case No. BCV-17-100030-KCT, citations omitted).

On May 14, 2019, the County received an application for the readoption of the Grapevine Specific and Community Plan and related discretionary approvals, including conforming Kern County General Plan and Zoning Code amendments. The Grapevine Specific and Community Plan and discretionary approvals requested in the application are the same as evaluated in the 2016 FEIR. As stated in the Judgment, the County is required to correct the specific deficiencies identified Court before considering whether to recertify the FEIR and reapprove the Grapevine project. The purpose of this SREIR is to complete the necessary corrections identified by the Court by focusing on the potential significant impacts that could occur to traffic, air pollution, greenhouse gases, noise, public health and growth inducement from ICRs that are 10 percent to 20 percent lower than considered in the FEIR.

An ICR is one of several empirically observed and modeled measures that transportation agencies and project applicants use to estimate the number and length of vehicular trips generated by different land uses, such as housing, commercial, educational, industrial and recreational uses. Housing land uses, for example, generate trips from and to homes for work, shopping, recreation, school, and other activities. Commercial land uses generate employee, customer, and business supply and shipping trips. The number of vehicular trips generated by all of the land uses in a planning or project area is commonly expressed as an “average daily trip” (ADT) total.

A community’s ADT includes trips that both originate and end within a community, which are called “internal” trips, and trips that end or begin outside the community, which are called “external” trips. An ICR represents the proportion of internal trips relative to total trips generated by land uses in a community. If a community has an ADT of 100 trips, for example, and 50 trips begin and end within the community, the ICR would be 50 percent. Traffic studies and transportation models developed and adopted by transportation and transit agencies for use in Kern County and north Los Angeles County show that most people tend to utilize locally-available shopping, recreational and educational amenities when available rather than travel for longer periods and distances outside the community. Modern planned developments, such as Grapevine, usually provide housing, shopping, recreational amenities, employment-generating land uses, and schools in close proximity. Due to the proximity of housing, schools, shopping and other amenities, these communities typically have higher ICRs than communities where such land uses are geographically separated. Housing projects that do not also include proximate, school, retail, and employment-generating land uses, for example, will usually have lower ICRs because residents must travel outside the community for education, shopping, work and other needs.



The FEIR estimated an ICR for several trip types, including home to work, home to school, shopping, and recreational trips, using applicable Kern County and north Los Angeles County traffic models. During the Draft EIR (DEIR) comment period, the California Department of Transportation (Caltrans) requested that the average daily ICR for home to work trips be reduced by 50 percent from the levels generated by the applicable models, or from 57.4 percent to 28.7 percent. In accordance with Caltrans' request, the ICR used in the FEIR analysis was adjusted so that 28.7 percent of all home to work trips would be internal and 71.3 percent of all home to work trip were external to the Project. When combined with the ICRs for non-work trips generated by applicable traffic models, the reduced home-to-work ICR—28.7 percent—requested by Caltrans resulted in a total average daily ICR of 58 percent for Grapevine. The adjusted and reduced ICR was used in the FEIR analysis. In 2017, after the County's approval of the Grapevine project and certification of the FEIR, traffic mitigation agreements with Caltrans District 6 and Caltrans District 7 were completed to mitigate Grapevine-related impacts to state highway facilities located in Kern and Los Angeles counties.

The SREIR is intended to correct the deficiencies identified by the Court by considering potential impacts that could occur from a 10 percent and a 20 percent reduction in the ICR used in the FEIR. To provide a conservative analysis, the SREIR will analyze an ICR reduction of 10 percent by subtracting 10 percentage points from the average daily ICR of 58 percent used in the FEIR, which results in an ICR of 48 percent. This approach is conservative because a 48 percent ICR is 17 percent lower than the 58 percent ICR considered in the FEIR. To analyze an ICR reduction of 20 percent, the SREIR will subtract 20 percentage points from the 58 percent ICR in the FEIR and use an ICR of 38 percent. This approach is also conservative because a 38 percent ICR is 34 percent lower than the 58 percent ICR considered in the FEIR.

The current Grapevine application (2019) seeks approval for 12,000 dwelling units and 5.1 million square feet (MSF) of commercial and non-residential land uses, the same as considered in the FEIR. The application would allow for up to 14,000 dwelling units provided the amount of commercial and industrial development was reduced in accordance with the Specific Plan to ensure the project's ADT is unchanged. The potential development of up to 14,000 dwelling units with reduced industrial and commercial land uses was also considered in the FEIR. The proposed project has the same number and area of land uses that were considered in the FEIR. As discussed above, a project's ADT is generated by the amount and type of applicable land uses. The number of trips generated by the proposed project will be the same as evaluated in the FEIR because the resubmitted Grapevine Specific and Community Plan consists of the same type and amount of each land use considered in the FEIR.

The Grapevine project's ADT is not affected by the ICR for the community. Under a higher ICR more of the project's ADT would consist of internal trips. Under a lower ICR, more of the project's ADT would consist of external trips. The ICR would have reasonably foreseeable effects on average trip lengths and total vehicle miles traveled (VMT). Under a lower ICR, average trip lengths and total VMT for the same type and amount of land uses would be higher because more daily trips would require travel to external locations. As identified by the Court, a greater amount of VMT caused by a lower ICR could have significant adverse impacts on traffic, air pollution, greenhouse gases, noise, public health and growth inducement. The SREIR will analyze these potential impacts by characterizing the proposed project's VMT and roadway use patterns assuming ICRs of 38 percent to 48 percent compared with 58 percent as evaluated in the FEIR. The potential impacts of these lower ICRs will be considered for various stages of the proposed development and at full buildout. The analysis will consider buildout conditions with 12,000 dwelling units and the potential development of 14,000 dwelling units with reduced industrial and commercial



development as provide in the Grapevine Specific and Community Plan. In addition, the SREIR will consider potential impacts to traffic, air pollution, greenhouse gases, noise, public health and growth inducement that could occur from onsite commercial and industrial development with no onsite housing, and housing with no onsite commercial or industrial development.

Because the Court decided that all other challenges to the Grapevine EIR were without merit, the Supplemental Recirculated EIR will include a new Volume which includes the additional analysis required by the Judgment and Writ, as well as the entirety of the previously-certified Grapevine EIR. The County has reviewed 2018 revisions to Appendix G of CEQA (2018 Appendix G), which informs the CEQA thresholds of significance approved by the County Board of Supervisors. Because revising the thresholds of significance used in the Grapevine EIR was not required by the Judgment and Writ, and because each of the revised impact questions included in 2018 Appendix G are already addressed in the Grapevine EIR except for the Vehicle Mile Travelled questions that are not required until July of 2020, the Supplemental Recirculated EIR does not require revisions to the thresholds used in the previously-certified Grapevine EIR.

### 1.5 Project Objectives

The proposed Grapevine ( 2019) project objectives are the same as considered in the FEIR and are as follows:

- Respect the open space and development boundaries identified in the Tejon Ranch Conservation and Land Use Agreement executed by Tejon Ranchcorp and the Sierra Club, Audubon California, Natural Resources Defense Council, Endangered Habitats League, and Planning and Conservation League.
- Provide a proximate housing supply for existing and future employees of the TRCC and for Grapevine employers in the private and public sectors.
- Expand the economic development activity initiated at the TRCC with additional businesses that would generate commercial and retail employment opportunities and tax revenues and expand public services and public service employment.
- Create a livable community defined by convenient access to employment, shopping, parks, schools, and housing via alternative modes of transportation in a portion of Kern County already served by major infrastructure and already developed with employment uses at the adjacent TRCC.
- Create a sustainable community that includes project design features that reduce water demand, conserve energy, incorporate water quality features, encourage alternative modes of transportation, and provide a mix of land uses with a range of housing types and densities.
- Create a community that encourages healthy living through active lifestyles and access to local agricultural products.
- Develop a land plan that conserves important natural features such as Grapevine Creek, Cattle Creek, and natural landforms to the extent feasible.



- Develop a land plan that conserves important cultural and historic resources to the extent feasible.
- Develop a land plan that respects geotechnical constraints such as earthquake faults and landslides.
- Conserve wildlife movement corridors along the foothills of the Tehachapi Mountains and California Aqueduct by conserving existing under-crossings of I-5 and including in the land plan corridors that continue to provide wildlife with access to these under-crossings. Conserve open space that supports the Tejon Ranch's existing biological diversity and maintains its ranching heritage.
- Permanently fund community maintenance and other project obligations from revenues generated by the Project, including property taxes generated within the new community.
- Create new jobs and provide new tax revenues for the local economy of Kern County while minimizing demands on County services.
- Provide flexibility in plan implementation over time to respond to changing market, financial, and environmental conditions. This flexibility could allow up to 2,000 additional dwelling units, provided that no new environmental impacts would result.

### 1.6 Discretionary Actions

The consideration and potential approval of the proposed Grapevine Specific and Community Plan (2019) will require the same discretionary approvals by Kern County that were considered in the FEIR. In addition to correcting the deficiencies in the Grapevine EIR identified by the Court, reconsidering the corrected EIR, and certifying the corrected EIR if the County determines to take such action, other Kern County discretionary approvals required to approve the Grapevine Community and Specific Plan (2019) and related actions include the following:

- a) Adoption of the Grapevine Specific and Community Plan (2019), Specific Plan Amendment No. 157, Map 500;
- b) Approval of amendments to the Kern County General Plan (KCGP) Land Use, Open Space and Conservation Element from Map Code(s) 2.1, 2.2, 2.4, 2.5, 4.3, 6.2, 8.1, 8.3, and 8.4, to Map Code 4.1 (Accepted County Plan Areas); upon approval of the Grapevine Specific and Community Plan, the following Map Code(s) would be established: VMU (Village Mixed Use), MU (Mixed Use), I (Industrial), EA (Exclusive Agriculture), GH (Geologic Hazard Combining), and FC (Floodplain Combining);
- c) Rescind KCGP Map Code 4.3 (Specific Plan Required) areas as identified in Appendix C of the existing KCGP;
- e) Amend the KCGP Circulation Element to delete all identified collector segments running through the project site and to establish the Grapevine Circulation Plan;



**KERN COUNTY PLANNING AND NATURAL RESOURCES DEPARTMENT  
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- f) Adoption of the Grapevine Special Plan 2, Map 202; Special Plan 3, Map 218R and Special Plan 3, Map 219;
- g) Change zone classifications from A (Exclusive Agriculture), C-2 PD (General Commercial, Precise Development Combining), and C-2 PD FPP (General Commercial, Precise Development Combining Floodplain Primary) to SP (Special Planning District);
- h) Exclusion of the portions of the Grapevine site from the current boundaries of Agricultural Preserve No. 19; and
- i) Approval of a Development Agreement.

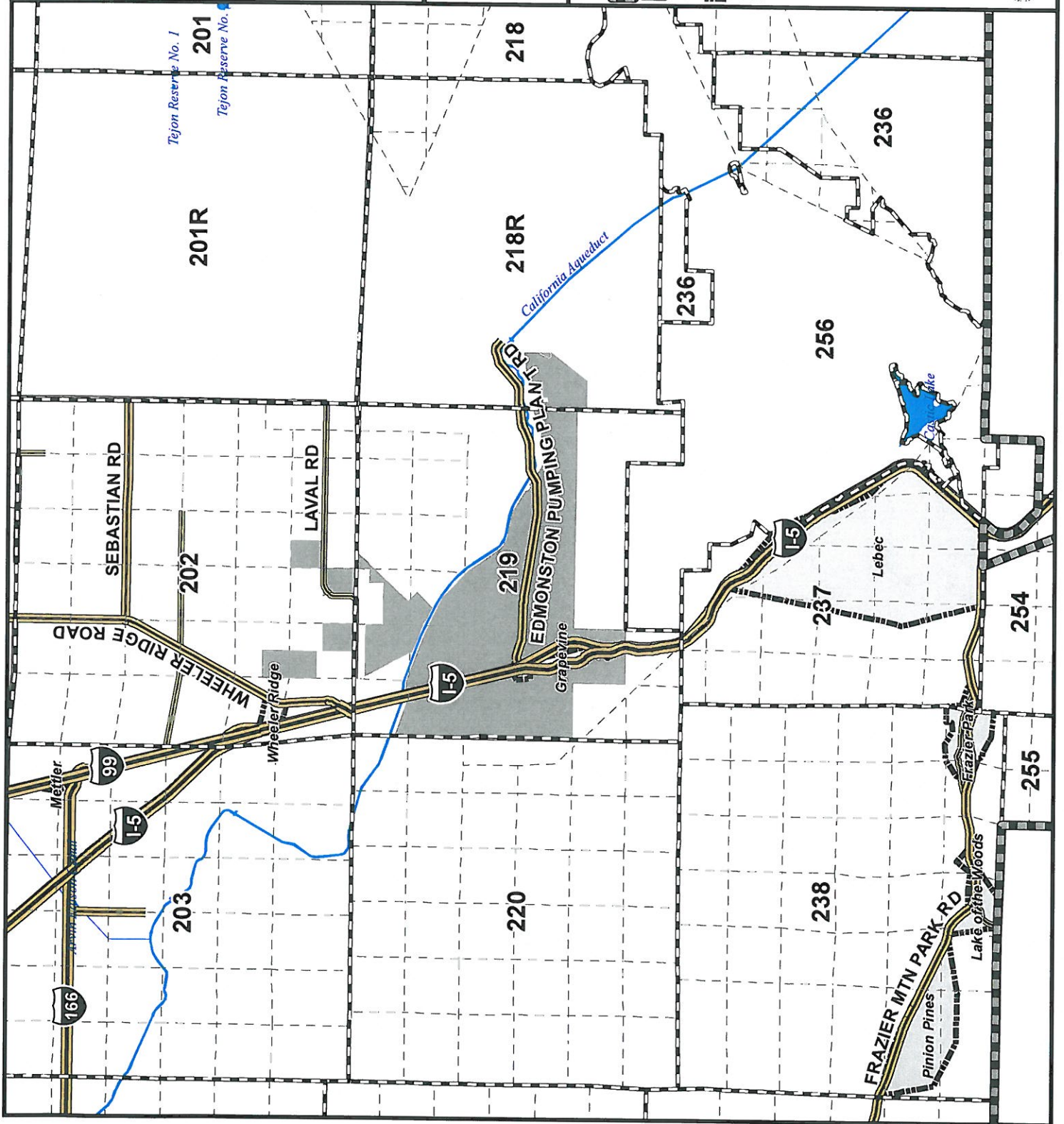
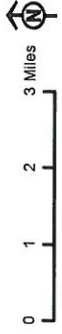
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SPA No. 157, Map No. 500;  
 GPA No. 9, Map No. 202;  
 GPA No. 10, Map No. 202;  
 GPA No. 4, Map No. 218R;  
 GPA No. 5, Map No. 218R;  
 GPA No. 11, Map No. 219;  
 GPA No. 12, Map No. 219;  
 ZCC No. 18, Map No. 202;  
 ZCC No. 3, Map No. 218R;  
 ZCC No. 14, Map No. 219;  
 Special Plan No. 2,  
 Map No. 202;  
 Special Plan No. 3,  
 Map No. 218R;  
 Special Plan No. 3,  
 Map No. 219;  
 Ag. Preserve No. 19 – Exclusion,  
 Map No. 202

**Figure 1**  
**Vicinity Map**  
 Grapevine Specific  
 and Community Plan  
 by Tejon Ranchcorp

**Legend**

-  Kern County Boundary
-  Township/Range
-  Sections
-  Unincorporated Towns
-  Grapevine Specific Plan Area/Project Site







SPA No. 157, Map No. 500;  
 GPA No. 9, Map No. 202;  
 GPA No. 10, Map No. 202;  
 GPA No. 4, Map No. 218R;  
 GPA No. 5, Map No. 218R;  
 GPA No. 11, Map No. 219;  
 GPA No. 12, Map No. 219;  
 ZCC No. 18, Map No. 202;  
 ZCC No. 3, Map No. 218R;  
 ZCC No. 14, Map No. 219;  
 Special Plan No. 2,  
 Map No. 202;  
 Special Plan No. 3,  
 Map No. 218R;  
 Special Plan No. 3,  
 Map No. 219;  
 Ag. Preserve No. 19 – Exclusion,  
 Map No. 202

**Figure 3**  
**Existing Zoning**  
 Grapevine Specific  
 & Community Plan  
 By Tejon Ranchcorp

**Legend**

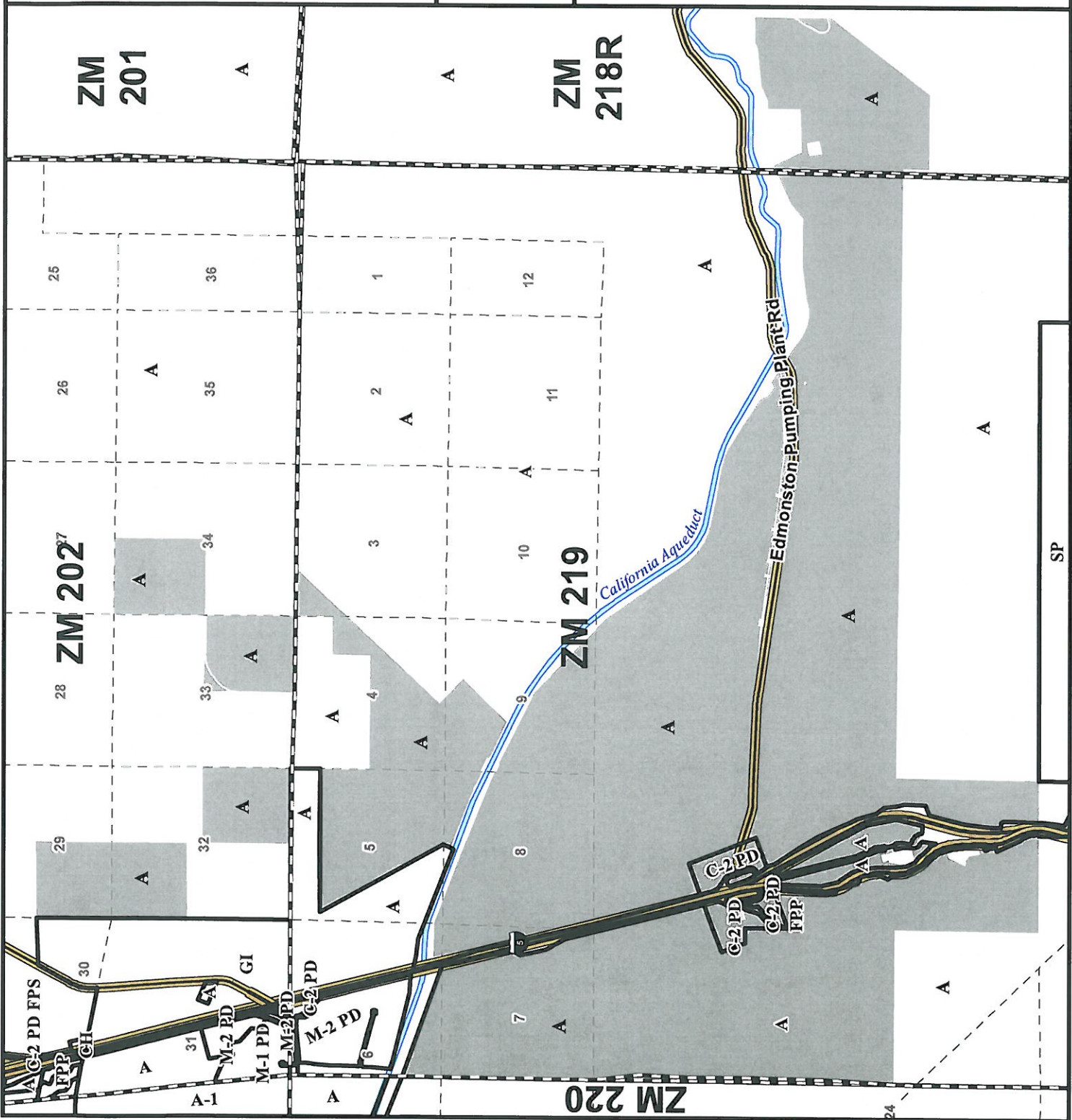
- Zone Map
- Zoning Boundaries
- Kern Highways
- Arterials
- Grapevine Specific Plan Area/Project Site

**KERN COUNTY**  
**ZONING DESIGNATIONS**

- A Exclusive Agriculture
- A-1 Limited Agriculture
- CH Commercial Highway
- C-2 General Commercial
- M-1 Light Industrial
- M-2 Medium Industrial
- GI General Industrial (TIC East)
- PD Precise Development Combining
- FPP Floodplain Combining
- SP Special Planning District





0 1 Miles

**Kern County**  
**Planning & Natural**  
**Resources Department**





SPA No. 157, Map No. 500;  
 GPA No. 9, Map No. 202;  
 GPA No. 10, Map No. 202;  
 GPA No. 4, Map No. 218R;  
 GPA No. 5, Map No. 218R;  
 GPA No. 11, Map No. 219;  
 GPA No. 12, Map No. 219;  
 ZCC No. 18, Map No. 202;  
 ZCC No. 3, Map No. 218R;  
 ZCC No. 14, Map No. 219;  
 Special Plan No. 2,  
 Map No. 202;  
 Special Plan No. 3,  
 Map No. 218R;  
 Special Plan No. 3,  
 Map No. 219;  
 Ag. Preserve No. 19 – Exclusion,  
 Map No. 202

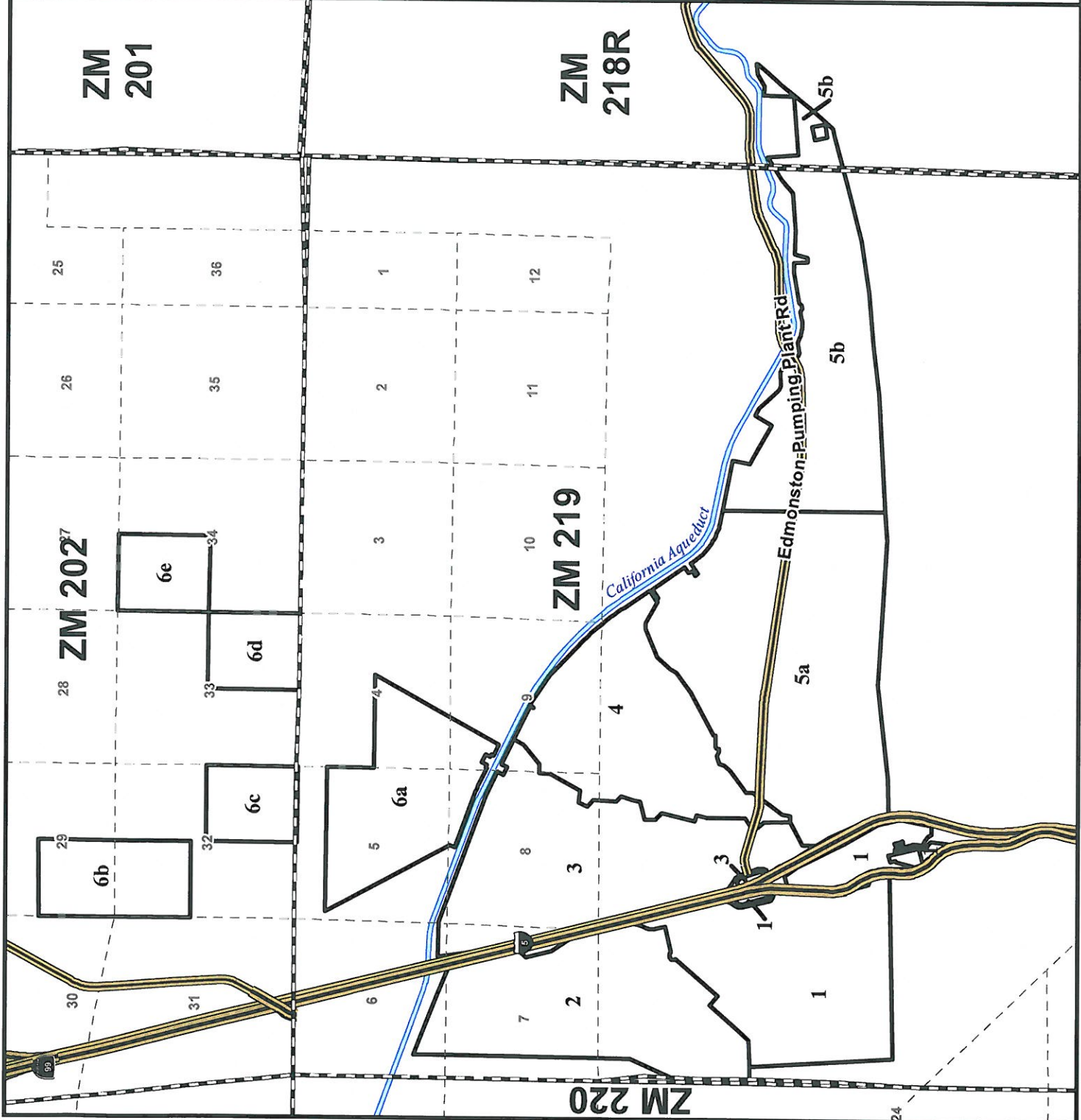
**Figure 4**  
**Grapevine Sub-Areas**  
 Grapevine Specific  
 & Community Plan  
 By Tejon Ranchcorp

- Legend**
-  Zone Map
  -  Kern Highways
  -  Arterials
  -  Grapevine Sub-Areas

0 1 Miles

Kern County  
 Planning & Natural  
 Resources Department





SPA No. 157, Map No. 500;  
 GPA No. 9, Map No. 202;  
 GPA No. 10, Map No. 202;  
 GPA No. 4, Map No. 218R;  
 GPA No. 5, Map No. 218R;  
 GPA No. 11, Map No. 219;  
 GPA No. 12, Map No. 219;  
 ZCC No. 18, Map No. 202;  
 ZCC No. 3, Map No. 218R;  
 ZCC No. 14, Map No. 219;  
 Special Plan No. 2,  
 Map No. 202;  
 Special Plan No. 3,  
 Map No. 218R;  
 Special Plan No. 3,  
 Map No. 219;  
 Ag. Preserve No. 19 – Exclusion,  
 Map No. 202

**Figure 6  
 Proposed  
 Grapevine Zoning**  
 Grapevine Specific  
 & Community Plan  
 By Tejon Ranchcorp

**Legend**

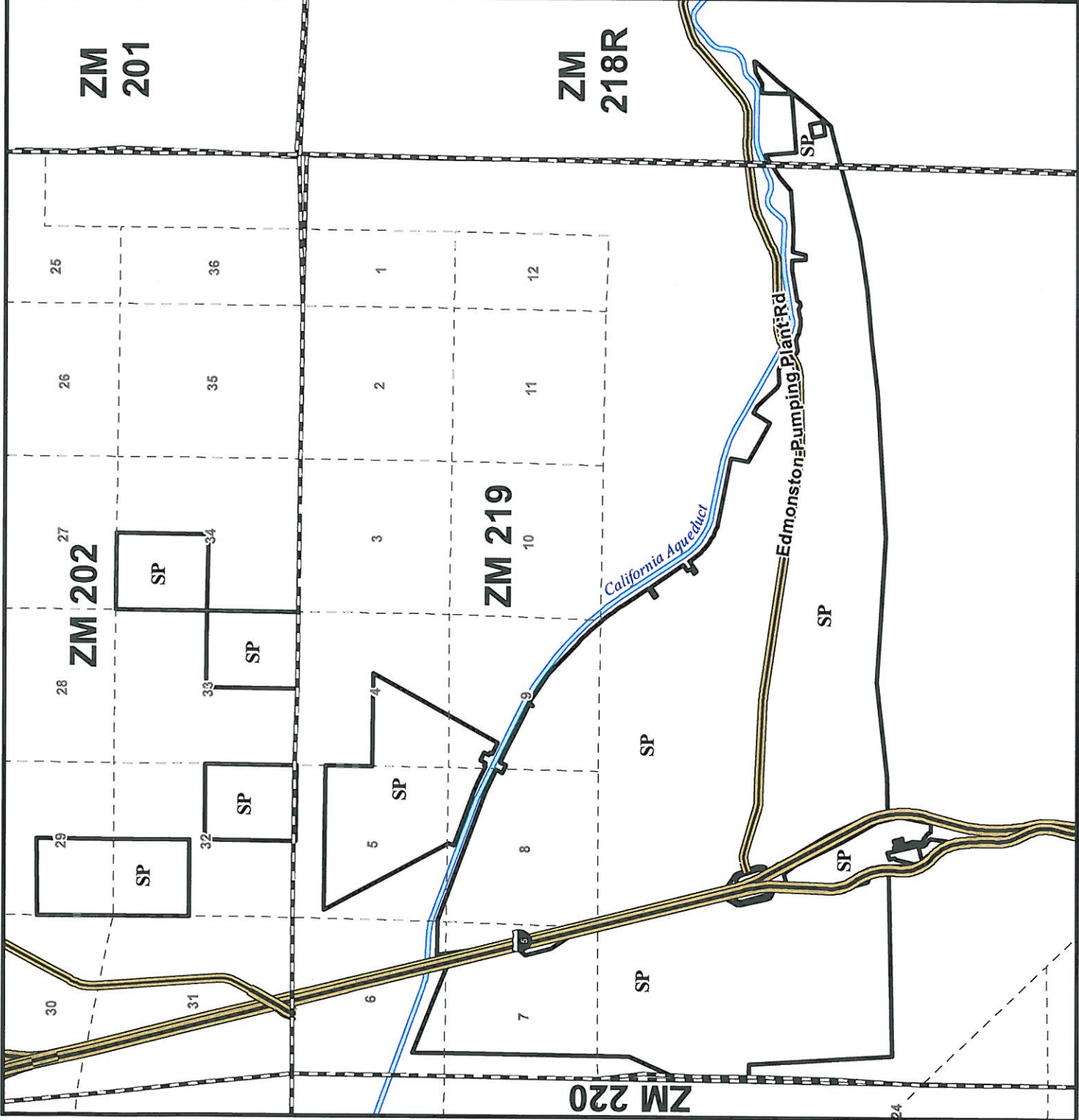
- Zone Map
- Kern Highways
- Arterials
- Proposed Grapevine Zoning

**KERN COUNTY  
 ZONING DESIGNATIONS**

SP Special Planning District

0 1 Miles

**Kern County  
 Planning & Natural  
 Resources Department**





**2. KERN COUNTY ENVIRONMENTAL CHECKLIST FORM**

**2.1 Environmental Factors Potentially Affected:**

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

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

**2.2 DETERMINATION.**

On the basis of this initial evaluation:

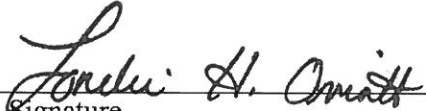
- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENT IMPACT REPORT (EIR) is required, but it must analyze only the effects that remain to be addressed.



KERN COUNTY PLANNING AND NATURAL RESOURCES DEPARTMENT  
GRAPEVINE SPECIFIC AND COMMUNITY PLAN (2019)

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

  
Signature

Lorelei H. Oviatt, AICP  
Printed Name

\_\_\_\_\_  
Date  
April 12, 2019  
Director  
\_\_\_\_\_  
Title



**3. 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 will 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 Environmental Impact Report (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 measure and briefly explain how they reduce the effect to a less than significant level.
- (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.
- (8) The adopted guidelines state “ 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. “ Kern County has adopted this format and included all questions from Appendix G.





- (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.



Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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**III. AIR QUALITY.** The significance criteria established by the applicable Air pollution control district shall be relied upon to make the following determinations. Would the project:

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

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard? Specifically, would implementation of the project ( in a specific location) exceed any of the following adopted thresholds:

i. San Joaquin Valley Unified Air Pollution Control District:

Operational and Area Sources

Reactive Organic Gases (ROG) 10 tons per year.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Oxides of Nitrogen (NO <sub>x</sub> ) 10 tons per year.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Particulate Matter (PM <sub>10</sub> ) 15 tons per year.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Stationary Sources as determined by District Rules

Severe Nonattainment 25 tons per year.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Extreme Nonattainment 10 tons per year.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>III. AIR QUALITY. (Continued)</b>				
ii. Eastern Kern Air Pollution Control District.				
<u>Operational and Area Sources</u>				
Reactive Organic Gases (ROG) 25 tons per year.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Oxides of nitrogen (NO <sub>x</sub> ) 25 tons per year.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Particulate Matter (PM <sub>10</sub> ) 15 tons per year.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Stationary Sources - determined by District Rules</u>				
25 tons per year.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**RESPONSES:**

Response to (a) - The Grapevine project would be located entirely within the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD) in the San Joaquin Valley Air Basin (SJVAB). The SJVAB is designated nonattainment for both the State and Federal ozone standards, the standards for state and federal particulate matter of less than 2.5 microns in size (PM<sub>2.5</sub>), and the standard for state particulate matter of less than 10 microns in size (PM<sub>10</sub>). To meet federal Clean Air Act requirements, the SJVAPCD has adopted an Ozone Attainment Demonstration Plan (2007), a PM<sub>10</sub> Attainment Demonstration Plan (2006), and a PM<sub>2.5</sub> Attainment Demonstration Plan (2008). In addition, to meet California Clean Air Act requirements, the SJVAPCD has also adopted an Air Quality Attainment Plan (1991) and corresponding updates to address the California ozone standard. Consistent with the Judgment, the SREIR is focused on correcting the specific EIR deficiencies identified by the Court that are related to the possibility that the Grapevine project's vehicle trip internal capture rate may be lower than evaluated in the FEIR. Under such circumstances, the number of daily trips generated by the project would not change, but total VMT may be higher than considered in the FEIR. A greater amount of project-related VMT could result in air pollutant emissions from vehicular use that could result in a potentially significant impact related to a conflict with or obstructing implementation of applicable air quality plans. A lower internal capture rate could also result in vehicular emissions from travel to or from other locations outside the SJVAB. These impacts are potentially significant and will be evaluated



further in the SREIR, including the identification of reasonable and feasible mitigation measures that could be implemented to reduce potentially significant impacts to less than significant levels.

Response to (b) - The Grapevine project would be located entirely within the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD) in the San Joaquin Valley Air Basin (SJVAB). Consistent with the Judgment, the SREIR is focused on correcting the specific EIR deficiencies identified by the Court that are related to the possibility that the Grapevine project's vehicle trip internal capture rate may be lower than evaluated in the FEIR. Under such circumstances, the number of daily trips generated by the project would not change, but total VMT may be higher than considered in the FEIR. A greater amount of project-related VMT could result in air pollutant emissions from vehicular use that could result in a potentially significant impact related to a conflict with or obstructing implementation of applicable air quality plans. A lower internal capture rate could also result in vehicular emissions from travel to or from other locations outside the SJVAB, including potentially within the Eastern Kern Air Pollution Control District. Vehicular emissions are more likely to potentially affect the operational and area source thresholds but the SREIR analysis will also consider whether stationary thresholds could also be significantly affected. These impacts are potentially significant and will be evaluated further in the SREIR, including the identification of reasonable and feasible mitigation measures that could be implemented to reduce potentially significant impacts to less than significant levels.

Response to (c) - Land uses that the County has determined to be "sensitive" to air quality include residential areas, schools, convalescent and acute care hospitals, parks and recreational areas, and churches. Consistent with the Judgment, the SREIR is focused on correcting the specific EIR deficiencies identified by the Court that are related to the possibility that the Grapevine project's vehicle trip internal capture rate may be lower than evaluated in the FEIR. Under such circumstances, the number of daily trips generated by the Project would not change, but total VMT may be higher than considered in the FEIR. A greater amount of project-related VMT could result could result in air pollutant emissions from vehicular use that may have a significant impact to sensitive receptors. This impact is potentially significant and will be evaluated further in the SREIR, including the identification of reasonable and feasible mitigation measures that could be implemented to reduce the potentially significant impact to less than significant levels.

Response to (d) - Consistent with the Judgment, the SREIR is focused on correcting the specific EIR deficiencies identified by the Court that are related to the possibility that the Grapevine project's vehicle trip internal capture rate may be lower than evaluated in the FEIR. Under such circumstances, the number of daily trips generated by the project would not change, but total VMT may be higher than considered in the FEIR. A greater amount of project-related VMT could result in air pollutant emissions from vehicular use that cause other emissions, such as odors from exhaust, that may have a significant impact to substantial numbers of people. This impact is potentially significant and will be evaluated further in the SREIR, including the identification of reasonable and feasible mitigation measures that could be implemented to reduce the potentially significant impact to less than significant levels.



Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>VIII GREENHOUSE GAS EMISSIONS.</b> Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**RESPONSES:**

Response to (a) - Global Climate change is an international phenomenon, and the regulatory background and scientific data are changing rapidly. Most climate scientists believe that anthropogenic greenhouse gas (GHG) emissions, including from vehicular use, are increasing the concentration of long-lived GHGs in the atmosphere. The growth in atmospheric GHGs stimulates feedback effects from water vapor evaporation that climate scientists believe increases the amount of net energy retained in the earth's climate system. In 2015, several nations agreed to work towards reducing anthropogenic GHG emissions to levels that climate scientists indicate would limit average global temperature increases to 1.5 to 2 degrees Celsius compared with preindustrial levels by 2100 (the "Paris Agreement"). The state of California and several California regional and local jurisdictions have adopted plans and policies intended to reduce GHG emissions as contemplated by the Paris Agreement. Consistent with the Judgment, the SREIR is focused on correcting the specific EIR deficiencies identified by the Court that are related to the possibility that the Grapevine project's vehicle trip internal capture rate may be lower than evaluated in the FEIR. Under such circumstances, the number of daily trips generated by the project would not change, but total VMT may be higher than considered in the FEIR. A greater amount of project-related VMT could result in GHG emissions from vehicular use that could directly or indirectly have a significant impact on the environment. This impact is potentially significant and will be evaluated further in the SREIR, including the identification of reasonable and feasible mitigation measures that could be implemented to reduce the potentially significant impact to less than significant levels.

Response to (b) - As discussed in (a) above, the state of California and several California regional and local jurisdictions have adopted plans and policies based on the 2015 Paris Agreement objectives, including the reduction of anthropogenic emissions to levels that climate scientists indicate would limit average global temperature increases to 1.5 to 2 degrees Celsius compared with preindustrial levels by 2100. Consistent with the Judgment, the SREIR is focused on correcting the specific EIR deficiencies identified by the Court that are related to the possibility that the Grapevine project's vehicle trip internal capture rate may be lower than evaluated in the FEIR. Under such circumstances, the number of daily trips generated by the project would not change, but total VMT may be higher than considered in the FEIR. A greater amount of project-related VMT could result in GHG emissions from vehicular use that could conflict with an adopted GHG emission reduction plan, policy or regulation. This impact is potentially significant and will be evaluated further in the SREIR, including the identification of



reasonable and feasible mitigation measures that could be implemented to reduce the potentially significant impact to less than significant levels.



Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>IX. HAZARDS AND HAZARDOUS MATERIALS.</b>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 1/4 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within the adopted Kern County Airport Land Use Compatibility Plan, would the project result in a safety hazard or excessive noise 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, either directly or indirectly, 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"/>



Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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**IX HAZARDS AND HAZARDOUS MATERIALS.**  
(Continued)

h) Would implementation of the project generate vectors (flies, mosquitoes, rodents, etc.) or have a component that includes agricultural waste?

Specifically, would the project exceed the following qualitative threshold:

The presence of domestic flies, mosquitoes, cockroaches, rodents, and/or any other vectors associated with the project is significant when the applicable enforcement agency determines that any of the vectors:

i. Occur as immature stages and adults in numbers considerably in excess of those found in the surrounding environment; and	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Are associated with design, layout, and management of project operations; and	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Disseminate widely from the property; and	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Cause detrimental effects on the public health or well being of the majority of the surrounding population.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**RESPONSES:**

Response to (a)/(b) - Consistent with the Judgment, the SREIR is focused on correcting the specific EIR deficiencies identified by the Court that are related to the possibility that the Grapevine project's vehicle trip internal capture rate may be lower than evaluated in the FEIR. Under such circumstances, the number of daily trips generated by the project would not change, but total VMT may be higher than considered in the FEIR. A greater amount of project-related VMT could result in hazardous materials transport over longer distances or increase the potential occurrence of a transport- or vehicular-related accident that could release hazardous materials. These impacts are potentially significant and will be evaluated further in the SREIR, including the identification of reasonable and feasible mitigation measures that could be implemented to reduce potentially significant impacts to less than significant levels.

Response to (c) - Consistent with the Judgment, the SREIR is focused on correcting the specific EIR deficiencies identified by the Court that are related to the possibility that the Grapevine project's vehicle





trip internal capture rate may be lower than evaluated in the FEIR. Under such circumstances, the number of daily trips generated by the project would not change, but total VMT may be higher than considered in the FEIR. The increase in VMT would be unlikely to change the number of vehicles, air emissions or potential hazards within ¼ mile of a school. The number of trips, including school-related trips, would not increase, and the number of trips that traverse near schools would also not change significantly. This impact would be less than significant.

Response to (d) - Consistent with the Judgment, the SREIR is focused on correcting the specific EIR deficiencies identified by the Court that are related to the possibility that the Grapevine project's vehicle trip internal capture rate may be lower than evaluated in the FEIR. This analysis will not affect potential hazards related to listed hazardous waste sites. Impacts would be less than significant.

Response to (e) - The project site is not located in an airport plan area or within applicable proximity to a public airport. There would be no impact.

Response to (f) - Consistent with the Judgment, the SREIR is focused on correcting the specific EIR deficiencies identified by the Court that are related to the possibility that the Grapevine project's vehicle trip internal capture rate may be lower than evaluated in the FEIR. Under such circumstances, the number of daily trips generated by the project would not change, but total VMT may be higher than considered in the FEIR. An increase in VMT with no change in total daily trips is unlikely to affect the implementation of an emergency response or evacuation plan. Impacts will be less than significant.

Response to (g) - Consistent with the Judgment, the SREIR is focused on correcting the specific EIR deficiencies identified by the Court that are related to the possibility that the Grapevine project's vehicle trip internal capture rate may be lower than evaluated in the FEIR. Under such circumstances, the number of daily trips generated by the project would not change, but total VMT may be higher than considered in the FEIR. An increase in VMT is unlikely to significantly affect the risks of exposure to wildfires. Impacts would be less than significant.

Response to (h) - Consistent with the Judgment, the SREIR is focused on correcting the specific EIR deficiencies identified by the Court that are related to the possibility that the Grapevine project's vehicle trip internal capture rate may be lower than evaluated in the FEIR. Under such circumstances, the number of daily trips generated by the project would not change, but total VMT may be higher than considered in the FEIR. An increase in VMT is unlikely to significantly affect the occurrence of domestic flies, mosquitoes, cockroaches, rodents, and/or any other vectors. Impacts would be less than significant.



Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XIII. NOISE.</b> Would the project result in:				
a) Generation of a substantial temporary or permanent increase in the 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of, excessive ground borne vibration or ground borne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) For a project located within the Kern County Airport Land Use Compatibility Plan, would the project expose people residing or working in the project area to excessive noise levels ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**RESPONSES:**

Response to (a)/(b) - Consistent with the Judgment, the SREIR is focused on correcting the specific EIR deficiencies identified by the Court that are related to the possibility that the Grapevine project's vehicle trip internal capture rate may be lower than evaluated in the FEIR. Under such circumstances, the number of daily trips generated by the project would not change, but total VMT may be higher than considered in the FEIR. A greater amount of project-related VMT could result in increased ambient noise levels that exceed applicable noise standards or cause excessive groundborne vibration or groundborne noise levels from a greater amount of vehicular activity. These impacts are potentially significant and will be evaluated further in the SREIR, including the identification of reasonable and feasible mitigation measures that could be implemented to reduce potentially significant impacts to less than significant levels.

Response to (c) - Consistent with the Judgment, the SREIR is focused on correcting the specific EIR deficiencies identified by the Court that are related to the possibility that the Grapevine project's vehicle trip internal capture rate may be lower than evaluated in the FEIR. Under such circumstances, the number of daily trips generated by the project would not change, but total VMT may be higher than considered in the FEIR. A greater amount of project-related VMT could result in increased ambient noise levels in the project vicinity. This impact is potentially significant and will be evaluated further in the SREIR, including the identification of reasonable and feasible mitigation measures that could be implemented to reduce the potentially significant impact to less than significant levels.

Response to (d) - The project site is not located in an airport plan area or within the applicable proximity to a public airport. There would be no impact.



Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XIV. POPULATION AND HOUSING.</b>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**RESPONSES:**

Response to (a) - Consistent with the Judgment, the SREIR is focused on correcting the specific EIR deficiencies identified by the Court that are related to the possibility that the Grapevine project’s vehicle trip internal capture rate may be lower than evaluated in the FEIR. Under such circumstances, the number of daily trips generated by the project would not change, but total VMT may be higher than considered in the FEIR. A lower internal capture rate would increase the number of external trips, including trips that may be generated by commuters traveling to work within the project site or by Grapevine residents driving to work in external locations. These potential commuting patterns could induce substantial unplanned population growth in offsite locations where project workers may reside or Grapevine residents may work. This impact is potentially significant and will be evaluated further in the SREIR, including the identification of reasonable and feasible mitigation measures that could be implemented to reduce the potentially significant impact to less than significant levels.

Response to (b) - Consistent with the Judgment, the SREIR is focused on correcting the specific EIR deficiencies identified by the Court that are related to the possibility that the Grapevine project’s vehicle trip internal capture rate may be lower than evaluated in the FEIR. Under such circumstances, the number of daily trips generated by the project would not change, but total VMT may be higher than considered in the FEIR. A greater level of VMT and unchanged ADT would not affect the displacement or need for replacement housing. There would be no impact.



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

**RESPONSES:**

Response to (a) - Consistent with the Judgment, the SREIR is focused on correcting the specific EIR deficiencies identified by the Court that are related to the possibility that the Grapevine project’s vehicle trip internal capture rate may be lower than evaluated in the FEIR. Under such circumstances, the number of daily trips generated by the project would not change, but total VMT may be higher than considered in the FEIR. An increase in VMT could potentially conflict with a circulation system program, plan, ordinance or policy. This impact is potentially significant and will be evaluated further in the SREIR, including the identification of reasonable and feasible mitigation measures that could be implemented to reduce the potentially significant impact to less than significant levels.

Response to (b) - Consistent with the Judgment, the SREIR is focused on correcting the specific EIR deficiencies identified by the Court that are related to the possibility that the Grapevine project’s vehicle trip internal capture rate may be lower than evaluated in the FEIR. Under such circumstances, the number of daily trips generated by the project would not change, but total VMT may be higher than considered in the FEIR. An increase in VMT could potentially result in an impact that is not significant under an established CEQA threshold of significance but that may still cause significant environmental effects based on available substantial evidence. This impact is potentially significant and will be evaluated further in the SREIR, including the identification of reasonable and feasible mitigation measures that could be implemented to reduce the potentially significant impact to less than significant levels.

Response to (c) - Consistent with the Judgment, the SREIR is focused on correcting the specific EIR deficiencies identified by the Court that are related to the possibility that the Grapevine project’s vehicle trip internal capture rate may be lower than evaluated in the FEIR. Under such circumstances, the number of daily trips generated by the project would not change, but total VMT may be higher than considered



in the FEIR. An increase in VMT would not significantly affect geometric design and incompatible use hazards and impacts would be less than significant.

Response to (d) - Consistent with the Judgment, the SREIR is focused on correcting the specific EIR deficiencies identified by the Court that are related to the possibility that the Grapevine project's vehicle trip internal capture rate may be lower than evaluated in the FEIR. Under such circumstances, the number of daily trips generated by the project would not change, but total VMT may be higher than considered in the FEIR. An increase in VMT with no change in total daily trips is unlikely to affect the adequacy of emergency access and impacts will be less than significant.



Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XXI. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
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, substantially 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 type="checkbox"/>	<input checked="" 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 significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**RESPONSES:**

Response to (a) – Consistent with the Judgment, the SREIR is focused on correcting the specific EIR deficiencies identified by the Court that are related to the possibility that the Grapevine project’s vehicle trip internal capture rate may be lower than evaluated in the FEIR. Under such circumstances, the number of daily trips generated by the project would not change, but total VMT may be higher than considered in the FEIR. An increase in VMT and no change in the number of daily trips is unlikely to substantially degrade environmental quality of the environment, reduce fish or wildlife habitat, cause fish or wildlife populations 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. Impacts would be less than significant.

Response to (b) – Consistent with the Judgment, the SREIR is focused on correcting the specific EIR deficiencies identified by the Court that are related to the possibility that the Grapevine project’s vehicle trip internal capture rate may be lower than evaluated in the FEIR. Under such circumstances, the number of daily trips generated by the project would not change, but total VMT may be higher



than considered in the FEIR. An increase in VMT could potentially result in cumulatively considerable impacts, including a cumulatively considerable air quality or circulation system plan or policy impact. This impact is potentially significant and will be evaluated further in the SREIR, including the identification of reasonable and feasible mitigation measures that could be implemented to reduce the potentially significant impact to less than significant levels.

Response to (c) – Consistent with the Judgment, the SREIR is focused on correcting the specific EIR deficiencies identified by the Court that are related to the possibility that the Grapevine project’s vehicle trip internal capture rate may be lower than evaluated in the FEIR. Under such circumstances, the number of daily trips generated by the project would not change, but total VMT may be higher than considered in the FEIR. An increase in VMT could generate vehicular emissions or affect circulation systems in a manner that could potentially cause direct or indirect substantial adverse environmental effects on human beings. This impact is potentially significant and will be evaluated further in the SREIR, including the identification of reasonable and feasible mitigation measures that could be implemented to reduce the potentially significant impact to less than significant levels.