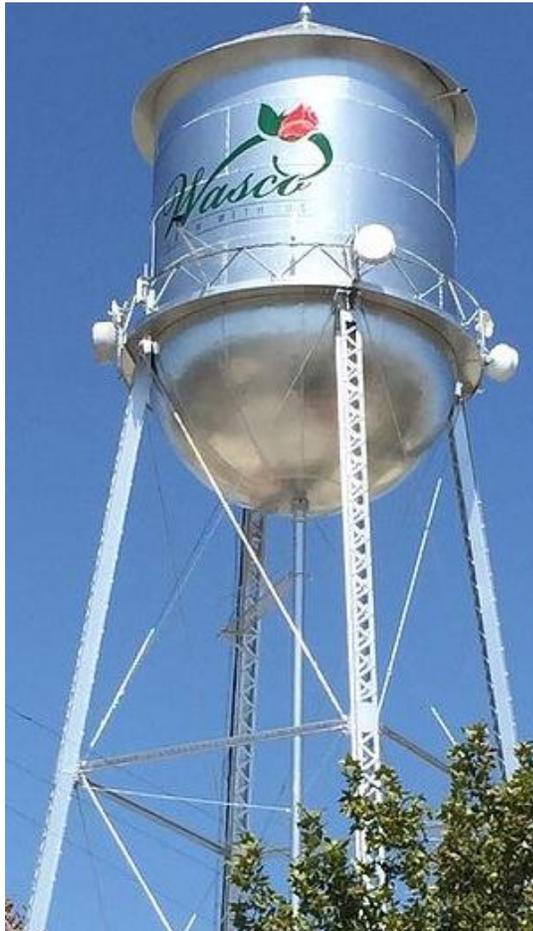


# City of Wasco

General Plan Update  
2040 General Plan



College of Architecture  
& Environmental Design  
City & Regional Planning  
Department



This Page Intentionally Left Blank

# ACKNOWLEDGEMENTS

City of Wasco, CA

Mr. J. Paul Paris  
City Manager

Roger Mobley  
Planning Director

Keri Cobb  
Senior Planner

Biridiana Rios  
Assistant Planner

California Polytechnic State  
University, San Luis Obispo,  
CA

College of Architecture and  
Environmental Design

*City and Regional Planning  
Department*

Cornelius Nuworsoo, Ph.D.,  
AICP  
Faculty Advisor

Cal Poly Graduate Studio  
Planning Team

Shannon Baker  
Nick Bleich  
Nora Chin  
Charlie Coles  
Maggie Derk  
Fabian Gallardo  
Jaime Jaramillo  
Haleigh King  
Lance Knox  
Megan Mackay  
Andrea Olson  
Amanda Ross  
Kelsey Steffen  
Ricky Williams

May, 2016

This report was produced for the City of Wasco, CA  
as part of the Wasco General Plan Update Project  
by the 2014-15 Community and Regional Planning Studio Class  
of the Master of City and Regional Planning Program  
at California Polytechnic State University, San Luis Obispo, California

This Page Intentionally Left Blank

**RESOLUTION NO. 2016 -3148**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WASCO  
ADOPTING THE 2040 WASCO GENERAL PLAN UPDATE**

**-o0o-**

**WHEREAS**, Section 65300 of the California Government Code authorizes cities to prepare long-range comprehensive guides known as general plans; and

**WHEREAS**, the City of Wasco has been operating under a General Plan adopted in 2002 consisting of General Plan text and maps; and

**WHEREAS**, the City of Wasco determined that the existing General Plan had to be revised to bring the document into conformance with State law and to address current community issues and projected future growth; and

**WHEREAS**, a series of community meetings were held in 2014 and 2015 to solicit community input on issues, opportunities, and a preferred growth strategy for the City; and

**WHEREAS**, a joint Planning Commission/City Council workshop on the draft General Plan Update was held on March 15, 2016; and

**WHEREAS**, the 2040 General Plan Update includes all mandatory elements required by State law, along with the following optional elements: Economic Development, Public Facilities, Community Design, and Health; and

**WHEREAS**, the Housing Element was previously adopted by the City Council in 2015 and shall remain in full force and effect; and

**WHEREAS**, the General Plan update is a statement of community priorities to guide public decision making, provides a comprehensive long-range and internally consistent policy framework for the growth and preservation of Wasco ; and

**WHEREAS**, the General Plan update seeks to create a livable, healthy, and sustainable community that offers a high quality of life with a strong sense of community; and

**WHEREAS**, the City prepared a Final Program Environmental Impact Report (FPEIR) for the update to the General Plan pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines; and

**WHEREAS**, on September 12, 2016 the Planning Commission held a duly noticed public hearing to consider the General Plan Update and EIR prepared for the Plan update, and at the close of the hearing adopted Planning Commission Resolution 16-06 recommending that the City Council certify the EIR and adopt the 2040 General Plan Update; and

**WHEREAS**, the City Council has certified the Program EIR and adopted findings regarding the environmental impacts of the Plan Update, including a Statement of Overriding Considerations in regard to those impacts which the EIR concluded would be significant and unavoidable, and a Mitigation Monitoring and Reporting Program; and

**WHEREAS**, the City Council conducted a public hearing on October 4, 2016, considered the recommendation of the Planning Commission, and received public comments on the EIR and the 2040 General Plan Update.

**NOW, THEREFORE, BE IT RESOLVED THAT**, the City Council of the City of Wasco hereby adopts the 2040 General Plan Update, including text and maps as set forth in Exhibit A.

**BE IT FURTHER RESOLVED THAT**, the findings in support of the adoption of the 2040 General Plan Update are as follows:

1. The 2040 General Plan is a comprehensive update of the City's 2002 General Plan and provides the necessary framework for the long-range development of the City. The Plan establishes allowable uses of land and benefits the public welfare by facilitating housing and employment to accommodate anticipated growth. The Plan balances growth and preservation in a manner that will result in reduced impacts on the environment, preserves community character, and contributes to regional sustainability objectives.
2. The 2040 General Plan Update meets all the requirements for such plans as contained in the Planning and Zoning Law (Government Code Section 65200 et seq.) and other laws, and likewise has been prepared and adopted in accordance with the requirements of Planning and Zoning Law. The Plan includes all mandatory elements required by State law, along with the following optional elements: Economic Development, Public Facilities, Community Design, and Health.
3. The goals, policies, implementation actions, maps, and diagrams of the Plan Update are internally consistent and do not conflict with any other adopted plans.
4. The City Council finds that, having reduced the adverse significant environmental effects of the 2040 General Plan Update to the extent feasible by adopting the mitigation measures in the Final EIR, having considered the entire administrative record on the Plan update, and having weighed the benefits of the Plan update against its unavoidable adverse impacts after mitigation, the City Council has determined that the environmental, economic, and social benefits of the Plan update outweigh the potential unavoidable adverse impacts and render those potential adverse environmental impacts acceptable based upon the Statement of Overriding Considerations.

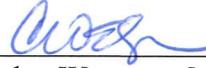
**PASSED AND ADOPTED** on this 4<sup>th</sup> day of October, 2016, at a regular meeting of the City Council of the City of Wasco by the following vote:

AYES: Wegman, Cortez, Espitia, Reyna

NOES: None

ABSTAIN: None

ABSENT: Hively



\_\_\_\_\_  
Cherylee Wegman, Mayor

ATTEST:

I, DUVIET RODRIGUEZ, City Clerk of the City of Wasco hereby certify the foregoing Resolution No. 2016-3148 was approved, adopted, and passed by the City Council on the 4<sup>th</sup> day of October, 2016.



\_\_\_\_\_  
Duviet Rodriguez, City Clerk

## Table of Contents

<b>LIST OF TABLES</b> .....	<b>VII</b>
<b>LIST OF FIGURES</b> .....	<b>VII</b>
<b>LIST OF MAPS</b>	<b>VIII</b>
<b>CHAPTER 1. GENERAL PLAN OVERVIEW</b> .....	<b>1</b>
A. WASCO’S HISTORY .....	1
B. WASCO’S ISSUES TODAY .....	1
C. A VISION FOR THE FUTURE .....	2
D. PURPOSE OF THE GENERAL PLAN (INTENT, LEGAL AUTHORITY) .....	3
E. REGIONAL COORDINATION & PLANNING AREA.....	3
F. GENERAL PLAN REQUIREMENTS .....	6
G. PLAN ORGANIZATION.....	8
<b>CHAPTER 2. PLANNING PROCESS</b> .....	<b>9</b>
A. RESEARCH .....	9
B. COMMUNITY INPUT .....	10
C. GROWTH ASSUMPTIONS .....	12
2040 Planning Horizon.....	12
Alternative Growth Scenarios.....	12
Demographic Projections .....	13
Housing Targets .....	15
Economic Projections.....	15
D. OPPORTUNITIES & CONSTRAINTS .....	17
Boundaries & Limits.....	17
Opportunities.....	17
Constraints .....	19
E. PREFERRED GROWTH SCENARIO.....	21
<b>CHAPTER 3. LAND USE ELEMENT</b> .....	<b>23</b>
<b>INTRODUCTION</b> .....	<b>23</b>
A. PURPOSE AND REQUIREMENTS.....	23
B. PLANNING BOUNDARIES .....	23
C. POPULATION GROWTH PROJECTIONS .....	23

D. MEASURING DENSITY & INTENSITY .....	23
<b>LAND USE DESIGNATIONS .....</b>	<b>25</b>
A. RURAL RESIDENTIAL (RR) – 0 TO 2.0 DU/ACRE .....	27
B. ESTATE RESIDENTIAL (ER) – 2.0 TO 3.5 DU/ACRE .....	27
C. LOW DENSITY RESIDENTIAL (LR) 3.5 TO 7.5 DU/ACRE .....	28
D. MEDIUM DENSITY RESIDENTIAL (MR) 7.6 TO 15.0 DU/ACRE .....	28
E. HIGH DENSITY RESIDENTIAL (HR) 15.1 TO 24.0 DU/ACRE.....	29
F. NEIGHBORHOOD COMMERCIAL (NC) FAR 0.1 TO 0.5 .....	29
G. COMMUNITY RETAIL COMMERCIAL (RC) FAR 0.1 TO 0.6.....	29
H. HIGHWAY COMMERCIAL (HC) FAR 0.1 TO 0.5 .....	29
I. SERVICE COMMERCIAL (SC) FAR 0.1 TO 0.5.....	30
J. CENTRAL BUSINESS DISTRICT COMMERCIAL (DC) FAR 0.2 TO 1.0 .....	30
K. PROFESSIONAL OFFICE (OC) FAR 0.1 TO 0.6 .....	30
L. AGRICULTURE (A) 0 TO 0.25 DU/ACRE .....	30
M. LIGHT INDUSTRIAL (LI) FAR 0.1 TO 1.0 .....	30
N. HEAVY INDUSTRIAL (HI) FAR 0.1 TO 2.0.....	30
O. PUBLIC AND INSTITUTIONAL (PI) FAR 0.1 TO 1.0.....	30
P. PARKS AND OPEN SPACE (PO) FAR 0.0 TO 0.1.....	30
Q. LAND USE/ZONING CONSISTENCY .....	31
R. AIRPORT LAND USE COMPATIBILITY .....	32
<b>SUMMARY OF LAND USE CHANGES.....</b>	<b>33</b>
<b>HOLDING CAPACITY.....</b>	<b>33</b>
<b>LAND USE GOALS, POLICIES AND IMPLEMENTATION ACTIONS .....</b>	<b>35</b>
Goals .....	35
Policies and Actions .....	35
<b><u>CHAPTER 4. CIRCULATION ELEMENT .....</u></b>	<b><u>39</u></b>
<b>INTRODUCTION .....</b>	<b>39</b>
A. PURPOSE AND REQUIREMENTS.....	39
<b>BACKGROUND AND SETTING .....</b>	<b>40</b>
A. STREET CLASSIFICATIONS .....	40
B. LEVEL OF SERVICE.....	42
C. EXISTING ROAD NETWORK.....	42
Arterials – 110’ ROW, 4 Lanes with Median .....	43
Collectors – 86’ to 96’ ROW, 2 to 4 lanes.....	43

Minor Collectors/Local Streets – 58’ to 60’ ROW, 2 lanes .....	43
D. TRUCK ROUTES AND RAIL CORRIDOR.....	43
Truck Routes .....	43
Rail Corridor.....	46
E. PUBLIC TRANSIT.....	46
F. RAIL/HIGH SPEED RAIL .....	47
G. BICYCLE AND PEDESTRIAN CIRCULATION .....	47
<b>CIRCULATION GOALS, POLICIES AND IMPLEMENTATION ACTIONS.....</b>	<b>49</b>
Goals .....	49
Policies and Actions .....	49
<b><u>CHAPTER 5. CONSERVATION, OPEN SPACE &amp; RECREATION ELEMENT.....</u></b>	<b><u>53</u></b>
<b>INTRODUCTION.....</b>	<b>53</b>
A. PURPOSE AND REQUIREMENTS.....	53
<b>BACKGROUND AND SETTING .....</b>	<b>53</b>
A. EXISTING RESOURCES.....	53
Parks Inventory.....	53
Water .....	53
B. RELATED PLANS.....	54
<b>PARK STANDARDS.....</b>	<b>54</b>
A. NEIGHBORHOOD PARKS .....	56
B. COMMUNITY PARKS.....	56
C. REGIONAL PARKS .....	56
<b>CONSERVATION, OPEN SPACE &amp; RECREATION GOALS, POLICIES AND IMPLEMENTATION ACTIONS.....</b>	<b>57</b>
Goals .....	57
Policies and Actions .....	57
<b><u>CHAPTER 6. NOISE ELEMENT.....</u></b>	<b><u>61</u></b>
<b>INTRODUCTION.....</b>	<b>61</b>
A. PURPOSE AND REQUIREMENTS.....	61
<b>BACKGROUND AND SETTING .....</b>	<b>61</b>
A. NOISE SOURCES.....	61
B. NOISE SENSITIVE LAND USES.....	65
<b>NOISE GOALS, POLICIES AND IMPLEMENTATION ACTIONS.....</b>	<b>68</b>
Goals .....	68
Policies and Actions .....	68

<b>CHAPTER 7. SAFETY ELEMENT .....</b>	<b>71</b>
INTRODUCTION .....	71
A. PURPOSE AND REQUIREMENTS .....	71
<b>BACKGROUND AND SETTING .....</b>	<b>71</b>
A. NATURAL HAZARDS.....	71
Seismic and Geologic Hazards.....	71
Flood Hazards.....	75
B. MANMADE HAZARDS.....	77
Fire Hazards .....	77
Hazardous Materials and Waste.....	80
Aircraft Hazards.....	81
Emergency Response .....	82
High Speed Rail Hazards .....	86
<b>SAFETY GOALS, POLICIES AND IMPLEMENTATION ACTIONS .....</b>	<b>86</b>
Goals .....	86
Policies and Actions .....	86
<b>CHAPTER 8. AIR QUALITY ELEMENT .....</b>	<b>92</b>
INTRODUCTION .....	92
A. PURPOSE AND REQUIREMENTS .....	92
<b>BACKGROUND AND SETTING .....</b>	<b>92</b>
A. TOPOGRAPHY .....	92
B. CLIMATE .....	92
<b>AIRFLOW AND INVERSIONS .....</b>	<b>92</b>
Climate Change & Greenhouse Gases .....	93
<b>STATE AND FEDERAL STANDARDS.....</b>	<b>93</b>
<b>ATTAINMENT STATUS.....</b>	<b>96</b>
<b>AIR QUALITY GOALS, POLICIES AND IMPLEMENTATION ACTIONS .....</b>	<b>98</b>
Goals.....	98
Policies and Actions .....	98
<b>CHAPTER 9. ECONOMIC DEVELOPMENT ELEMENT .....</b>	<b>100</b>
INTRODUCTION .....	100
A. PURPOSE AND REQUIREMENTS .....	100
<b>BACKGROUND AND SETTING .....</b>	<b>100</b>
A. EMPLOYMENT AND DEMOGRAPHIC TRENDS.....	100

B. LABOR FORCE .....	100
C. EDUCATION.....	100
D. ECONOMIC ATTRACTIONS.....	101
<b>TARGETED SECTORS.....</b>	<b>101</b>
<b>ECONOMIC DEVELOPMENT GOALS, POLICIES AND IMPLEMENTATION ACTIONS.....</b>	<b>102</b>
Goals.....	102
Policies and Actions.....	102
<b><u>CHAPTER 10. PUBLIC FACILITIES ELEMENT.....</u></b>	<b><u>104</u></b>
<b>INTRODUCTION.....</b>	<b>104</b>
A. PURPOSE AND REQUIREMENTS.....	104
<b>BACKGROUND AND SETTING .....</b>	<b>104</b>
A. EXISTING FACILITIES AND SERVICES.....	104
B. WATER .....	104
C. SEWER .....	108
D. SANITARY DISPOSAL .....	108
E. COMMUNICATIONS.....	108
F. POLICE.....	109
G. FIRE .....	110
<b>PUBLIC FACILITIES GOALS, POLICIES AND IMPLEMENTATION ACTIONS.....</b>	<b>110</b>
Goals.....	110
Policies and Actions.....	110
<b><u>CHAPTER 11. COMMUNITY DESIGN ELEMENT.....</u></b>	<b><u>112</u></b>
<b>INTRODUCTION.....</b>	<b>112</b>
A. PURPOSE AND REQUIREMENTS.....	112
<b>BACKGROUND AND SETTING .....</b>	<b>112</b>
A. COMMUNITY CHARACTER AND DESIGN FEATURES.....	112
B. DESIGN ISSUES AND CONCERNS.....	112
<b>STREETSCAPE.....</b>	<b>113</b>
<b>SIGNAGE AND WAYFINDING .....</b>	<b>113</b>
<b>BUILDING CONDITION .....</b>	<b>113</b>
C. CURRENT DESIGN MANAGEMENT TOOLS.....	113
<b>RELATED PLANS AND DESIGN RESOURCES .....</b>	<b>114</b>
<b>COMMUNITY DESIGN GOALS, POLICIES AND IMPLEMENTATION ACTIONS.....</b>	<b>116</b>
Goals.....	116

Policies and Actions .....	116
<b>CHAPTER 12. HEALTH ELEMENT .....</b>	<b>118</b>
INTRODUCTION .....	118
A. PURPOSE AND REQUIREMENTS .....	118
BACKGROUND AND SETTING .....	118
A. EXISTING HEALTH SERVICES AND RELATED FACILITIES .....	118
B. HEALTH ISSUES AND CONCERNS .....	121
HEALTH GOALS, POLICIES AND IMPLEMENTATION ACTIONS .....	122
Goals .....	122
Policies and Actions .....	122
<b>CHAPTER 13. HOUSING ELEMENT .....</b>	<b>124</b>
INTRODUCTION .....	124
A. PURPOSE AND REQUIREMENTS .....	124
BACKGROUND .....	124
A. RELATIONSHIP TO HCD ELEMENT UPDATE CYCLE .....	124
HOUSING GOALS, POLICIES AND IMPLEMENTATION ACTIONS .....	125
Goals .....	125
Policies and Actions .....	125
<b>CHAPTER 14. IMPLEMENTATION .....</b>	<b>128</b>
INTRODUCTION .....	128
A. PURPOSE .....	128
IMPLEMENTATION TOOLS .....	128
A. ZONING ORDINANCE .....	128
B. SUBDIVISION ORDINANCE .....	128
C. ENVIRONMENTAL REVIEW/CEQA .....	129
D. CAPITAL IMPROVEMENT PROGRAM .....	130
E. OTHER PLANNING DOCUMENTS .....	130
MONITORING, REPORTING AND AMENDMENTS .....	132
A. PERIODIC PROGRESS REVIEW .....	132
B. ANNUAL REPORTING TO STATE .....	132
C. GENERAL PLAN AMENDMENT PROCESS .....	133

## List of Tables

Table 2.1 Population Projections for Wasco .....	14
Table 2.2 Employment Growth in Wasco .....	16
Table 2.3 Wasco's Labor Force Population and Jobs to Labor Force Ratios .....	16
Table 2.4 Job Targets by Growth Scenario .....	17
Table 2.5 Comparative Average Jobs to Labor Force Ratio (Wasco, Kern County and California, 2007 to 2011).....	17
Table 3.1 Wasco General Plan Density/Intensity Assumptions.....	25
Table 3.2 Determination of Zoning Consistency for Wasco General Plan Use Categories .....	31
Table 3.3 Wasco General Plan Holding Capacity.....	31
Table 4.1 General Descriptions of LOS .....	42
Table 4.2 Rural Level of Service Standards.....	42
Table 5.1 Existing Park Types Defined by the City and Parks District .....	54
Table 5.2 City of Wasco Parkland Classification, Standards and Deficits .....	56
Table 6.1 City of Wasco Noise Sensitive Land Uses.....	67
Table 6.2 Maximum Allowable Noise Exposure by Land Use.....	67
Table 7.1 Critical Hazardous Materials Facilities in Wasco .....	80
Table 8.1 National Ambient Air Quality Standards .....	94
Table 8.2 State Ambient Air Quality Standards.....	96
Table 8.3 Kern County Federal and State Air Quality Standards Attainment Status, 2013 .....	97
Table 8.4 Kern County Annual Average Air Basin Emissions Summary, 2012.....	97
Table 10.1 City of Wasco Water Wells.....	105
Table 10.2 City of Wasco Current and Planned Water Supplies.....	105
Table 10.3 City of Wasco Projected Water Use.....	107
Table 10.4 Antenna and Cell Tower Locations .....	109

## List of Figures

Figure 2.1 2010 City of Wasco Population Pyramid.....	14
Figure 2.2 2040 City of Wasco Population Pyramid.....	15
Figure 6.1 Existing Airport Noise Contours.....	65
Figure 9.1 Wasco's Educational Attainment, 2013 .....	101
Figure 12.1 Medically Underserved Areas and Populations .....	120

## List of Maps

Map 1.1 Location Map .....	4
Map 1.2 City of Wasco and Sphere of Influence Map .....	5
Map 2.1 Development Opportunities Map.....	18
Map 2.2 Development Constraints Map .....	20
Map 2.3 Preferred Growth Scenario with Key Growth Areas .....	22
Map 3.1 2040 General Plan Land Use Map .....	26
Map 4.1 Roadway Functional Classification Map.....	41
Map 4.2 Truck Route Map.....	45
Map 4.3 Area Transit Map.....	46
Map 4.4 Existing and Planned Bicycle Facilities.....	48
Map 5.1 Existing and Planned Park Facilities.....	55
Map 6.1 Road Noise Map .....	63
Map 6.2 Railroad Noise Map .....	64
Map 6.3 Noise Sensitive Land Use Map .....	66
Map 7.1 Regional Soil Map.....	72
Map 7.2 Fault Map .....	74
Map 7.3 Flood Map.....	76
Map 7.4 Fire Threat Map.....	78
Map 7.5 Fire Hazard Map.....	79
Map 7.6 Airspace Plan .....	83
Map 7.7 Sheriff and Fire Station Map.....	84
Map 7.8 Evacuation Route Map .....	85
Map 10.1 Groundwater Well Location Map .....	106
Map 12.1 Medical Facilities Map .....	121

# CHAPTER 1. GENERAL PLAN OVERVIEW

## A. Wasco's History

The City of Wasco's origins date back to 1897, when the Santa Fe Railroad laid tracks through the area. The area was settled over the next several years, with over 300 families relocating to this portion of the Central Valley. The City of Wasco was originally named "Dewey" and then "Deweyville." William Bonham, a settler who moved to Wasco from Wasco County in Oregon, determined that there was a city already named "Deweyville." He proposed the name be changed to Wasco, which was the acronym for the Western American Sugar Company. The Post Office recorded the city name as Wasco in 1900.

Agriculture has always been Wasco's primary economic base. Long white potatoes, destined to be the root of Wasco's economy, were planted in 1916 while cotton was introduced in 1918. The city was incorporated in 1945. The City has continued to grow and agriculture continues to be the main industry today.

## B. Wasco's Issues Today

Like all of California's cities, Wasco faces significant issues as it plans for the future of the community. Issues include fiscal stability, management of resources, maintenance of quality of life, and adaptability to a changing world. Key issues which have shaped this General Plan are summarized as follows:

### Fiscal Stability and Economic Growth

The City relies on property tax and sales tax as the principal revenue sources to support its General Fund. Without continuing residential and commercial growth these revenue sources will not grow and the City's ability to fund community services and staffing will remain limited. Fiscal stability requires managed growth and the City will need to continue to seek commercial development that facilitates sales tax growth.

### Water Supply and Quality

Water supply is an irreplaceable key to serving the existing community and facilitating growth. The current state-wide multi-year drought coupled with recent state legislation requiring water basin management creates uncertainty about the availability of future water supplies. The City's sole water source is pumped ground water from the water basin that is also used by agriculture operations that are continuing to expand with new plantings. The City's homes, businesses, and farmers are likely to fall under increasing scrutiny by local, state and federal agencies charged with preserving California's water supplies.

### Community Services

The quality of life in any community is dependent on a variety of things such as housing and job opportunities, and community services such as health care, educational, and recreational facilities, and transportation services. Wasco lacks a full array of community services requiring residents to travel out of town to satisfy many of these essential services. Continuing community growth must make an effort to provide for lacking services in order to enhance the quality of life within the City.

## Community Resilience

Community resilience is about a community's ability to adapt and change in response to a changing world at the local, regional, and state-wide levels. Changes include environmental changes such as drought and climate change, changes in racial and cultural diversity, generational changes that affect community priorities, and economic changes that affect jobs and financial stability. The ability to respond to these changes in a proactive rather than reactive manner will have a significant impact on the ability to maintain a desired quality of life for the community.

## C. A Vision for the Future

The Vision Statement is the foundation for General Plan goals and policies. It is an expression of our shared values and desires for Wasco's future. The Vision identifies the ideal conditions to work toward over the next 25 years and provides guidance for our decision makers as they work to improve the quality of life in Wasco.

Our vision for Wasco is to maintain our small town character within residential neighborhoods, while providing a wide range of services, products, and amenities in the commercial, retail, and industrial districts.

The following overarching objectives provide the basis for the goals and policies included in the General Plan.

- Wasco will preserve those aesthetic qualities such as its small town character, historic buildings, and surrounding views of agricultural lands desired by residents.
- The City will build upon existing assets to create a living, active, and diverse environment that compliments all lifestyles and enhances neighborhoods without compromising the valued characteristics that make Wasco unique.
- The City will continue efforts to protect and enhance its historic downtown. This same type of care and attention will be applied throughout the rest of the City.
- The City will work to improve the quality of life for all residents by providing residential, commercial, industrial, and public uses that exist in harmony with the surrounding community and agricultural setting.
- Wasco is committed to the health and well-being of all of its residents.
- The City will promote a vibrant and diversified local economy that provides ample commercial, office, and industrial opportunities for employment, and sufficient revenue to support important community services.
- The City will promote a community with a range of housing choices, and social, cultural, and recreational amenities.

## D. Purpose of the General Plan (intent, legal authority)

California law requires both cities and counties to adopt a General Plan to guide future development (Government Code Sections 65300 et seq.). The General Plan outlines goals and policies to guide long-range planning within a city or county. The General Plan is to “act as a ‘constitution’ for development, the foundation upon which all land use decisions are to be based” (California Governor’s Office of Planning and Research [OPR], 2003). According to OPR guidelines, the General Plan “expresses community development goals and embodies public policy relative to the distribution of future land use, both public and private” (OPR, 2003).

This General Plan is an update to Wasco’s most recent General Plan update, completed 2002. This Plan was developed in collaboration with the people and leadership in the City of Wasco and a planning team of second-year graduate students with a faculty advisor in the City and Regional Planning Department at California Polytechnic State University, San Luis Obispo.

## E. Regional Coordination & Planning Area

### **PLANNING AREA:**

The City of Wasco is located in California’s Central Valley, approximately 25 miles north of Bakersfield in Kern County, as shown on Map 1.1. The City’s sphere of influence is approximately 18 square miles and sits on some of the most fertile farm lands in the State. The City of Wasco is bisected by State Route 46 from east to west and by State Route 43 from north to south as shown on Map 1.2. SR 46 is a major connector between Interstate 5 and State Route 99. Map 1.1 shows Wasco’s city limits and sphere of influence.

A city’s planning area boundary encompasses incorporated and unincorporated territory and may extend beyond the sphere of influence (SOI) (OPR, 2003). In Wasco’s case, the Planning Area and the SOI are one and the same; the Planning Area does not extend past the SOI.

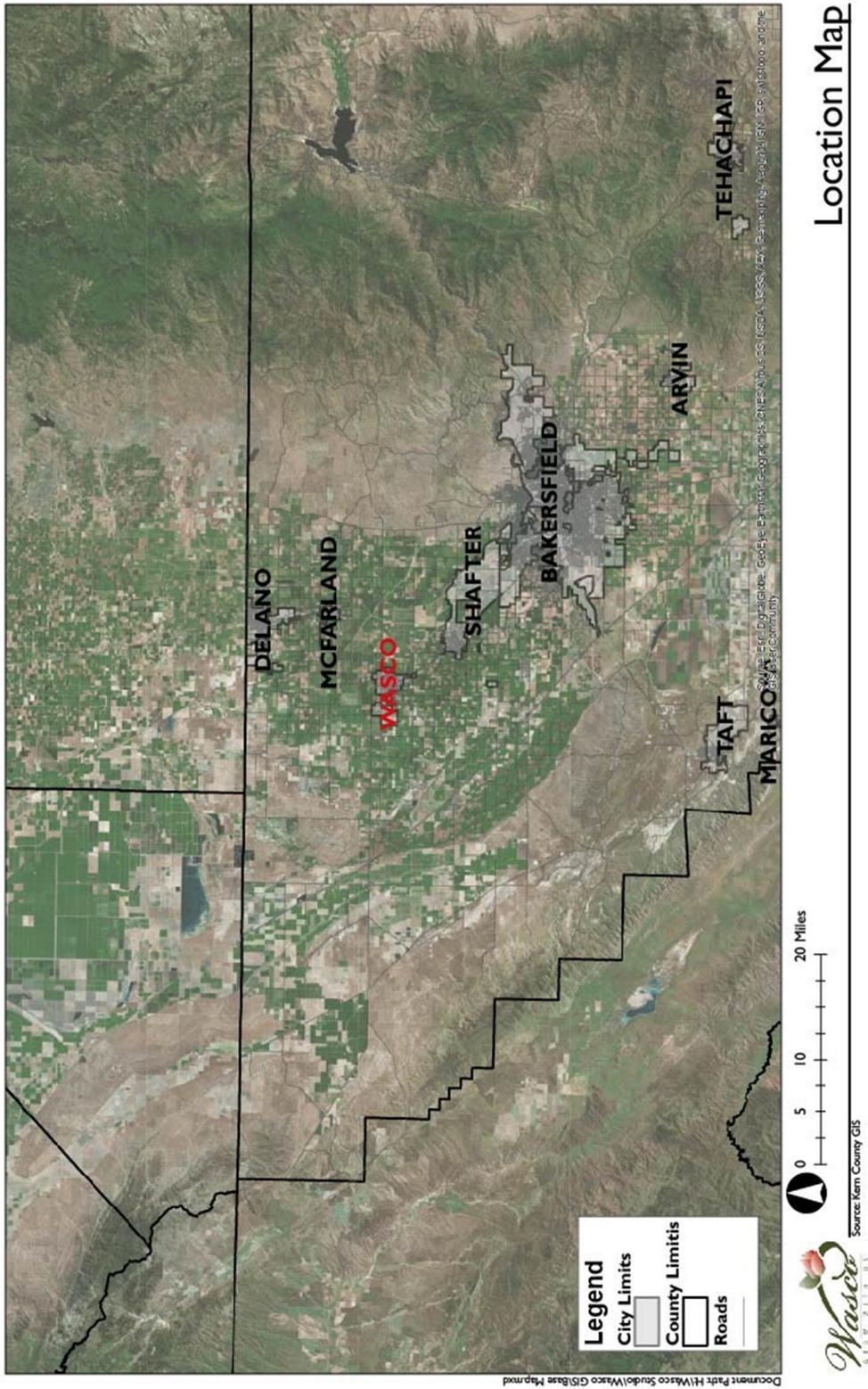
The city limit encompasses incorporated territory where land use is controlled by the City (OPR, 2003). Wasco’s city limit encompasses an area of about 6,128 acres. Land use within Wasco’s city limit includes residential, commercial, industrial, open space, public facilities, and vacant land.

A city’s SOI, is adopted by the Local Agency Formation Commission (LAFCO), and encompasses incorporated land and unincorporated territory making up the city’s ultimate service area (OPR, 2003). The City of Wasco’s SOI includes approximately 5,616 additional acres of unincorporated land. Land uses within the unincorporated area of the SOI are predominantly agricultural and residential. Public facilities including police, fire, street, water, sewer, and administrative services are provided by the City of Wasco in its SOI.

### **REGIONAL COORDINATION:**

The City of Wasco is part of Kern County and a member of the Kern County Council of Governments (Kern COG). Kern COG is the Regional Transportation Planning Agency (RTPA) for the County of Kern and the 11 incorporated cities within Kern County. Primarily, regional transportation planning agencies ensure that appropriate local transportation planning is administered in accordance with the Transportation Development Act (TDA), the State Transportation Improvement Program (STIP), and the Service Authority for Freeway Emergencies (SAFE) program. The City of Wasco works with Kern COG to develop policies and plans to address land use, economic development, infrastructure systems, and natural resource quality to meet the needs of current and future residents of the City.

Map 1.1 Location Map



Location Map



## F. General Plan Requirements

A General Plan must cover the territory within the boundaries of the city as well as any land outside its boundaries which, in the planning agency's judgment, bears relation to its planning (§65300; OPR, 2003). This Plan therefore includes aspirations for future development within the City's SOI.

California law mandates that a General Plan consist of seven elements: Land Use, Circulation, Housing, Conservation, Open Space, Safety, and Noise. The City of Wasco's General Plan document includes these required elements and five additional elements for further depth: Public Facilities, Health, Community Design, Economic Development, and Air Quality. These elements are briefly summarized below.

### CONTENTS

#### *LAND USE*

The Land Use Element is a guide for Wasco's future development. It designates the distribution and general location of land uses, such as residential, commercial, industrial, or public facilities. It also addresses the permitted density and intensity of development within the various land use designations.

#### *CIRCULATION*

Circulation refers to the movement of people, goods, and services. The Circulation Element includes an analysis of existing roads, sidewalks, bike facilities, and transit while seeking to improve movement throughout the city.

#### *HOUSING*

The Housing Element is the one element that is reviewed by the State on a periodic basis, and covers issues such as the amount of housing, access, affordability, housing quality, and conditions. This element strives to plan housing for all income levels, improve the overall quality of housing, plan for special needs populations such as the elderly and disabled, and to promote energy conservation.

#### *OPEN SPACE*

The Open Space Element aims to preserve open space land that is not in agricultural use. Open space land is defined as "any parcel or area of land or water that is essentially unimproved and devoted to open-space use." This element addresses open space for recreation and parks and passive open space for the management of natural resources. Topics on Open Space, Conservation, and Recreation are combined into one element in this Plan.

#### *CONSERVATION*

The Conservation Element deals with natural resources above and below ground. This includes wildlife habitat for plants and animals, water conservation, soil conditions, and geological and mineral resources. Topics on Open Space, Conservation, and Recreation are combined into one element in this Plan.

#### *AGRICULTURE*

Agriculture addresses ways to strengthen the agricultural sector of Wasco's economy and manage urban growth. Topics related to preservation of agricultural land are included under the Conservation Element. Topics related to the agricultural economy are included under the Economic Development Element.

#### *NOISE*

The Noise Element aims to identify the producers of unwanted noise and any sensitive land uses that could be affected by noise.

#### *SAFETY*

The Safety Element covers community risks due to both natural hazards (such as earthquakes and weather-related events) and man-made hazards (such as hazardous materials, crime, and risk of injury).

#### *AIR QUALITY*

The Air Quality Element addresses the status of Wasco in meeting Federal, State, and local air quality standards.

#### *ECONOMIC DEVELOPMENT*

The Economic Development Element provides an overview of economic conditions in Wasco and helps guide economic development through the appropriate allocation of the use of land.

#### *PUBLIC FACILITIES*

The Public Facilities element promotes safety and quality of life for residents. The facilities and services that were evaluated within this element include police and fire stations, schools and library facilities, wastewater treatment and storm water systems, waste and recycling, and energy and communications.

#### *COMMUNITY DESIGN*

The Community Design Element identifies the existing conditions of Wasco's built environment and provides ways to preserve or enhance desirable community attributes.

#### *HEALTH*

The Health Element aims to encourage healthy, active lifestyles and focuses on overall physical and mental health, opportunities for recreation and physical activity, access to medical services, and access to healthy food.

#### **INTERNAL CONSISTENCY**

The OPR Guidelines require that “the general plan and elements and parts thereof comprise an integrated, internally consistent and compatible statement of policies for the adopting agency.” (§65300.5; OPR, 2003, p12) The concept of internal consistency requires that there be no policy conflicts in either text or diagrams between the components of a general plan. This means that different policies in the various elements must be balanced and, where necessary, reconciled within the plan. This internal consistency requirement therefore is to be assured in the following five dimensions:

1. *Equal Status Among Elements* – All elements of the general plan have equal legal status. For example, policies in the land use element cannot be superior to the policies of the open-space element.
2. *Consistency Between Elements* – All elements of a general plan, whether mandatory or optional, must be consistent with one another. For instance, if proposals in the land use element are expected to result in increased population, the circulation element must acknowledge feasible remedies to accommodate the predicted growth in traffic that would follow.
3. *Consistency Within Elements* – Each element's data, analyses, goals, policies, and implementation programs must be consistent with and complement one another. For example, if one portion of a circulation element indicates that roadway capacity is sufficient to accommodate the projected level of traffic another section of the same element cannot describe a worsening traffic situation. Such a contradiction would suggest an internally inconsistent element.
4. *Text and Diagram Consistency* – The general plan's text and its accompanying diagrams are integral parts of the plan. They must be in agreement. For example, if the land use diagram of a general plan designates low-density residential development in an area where the text describes the presence of prime agricultural land and further contains written policies to preserve agricultural land or open space, a conflict is present between text and diagram and must be resolved.
5. *Area Plan Consistency* – All principles, goals, objectives, policies, and plan proposals set forth in an area or community plan must be consistent with the overall general plan. The general plan

should explicitly discuss the role of area plans if they are to be used. Similarly, each area plan should discuss its specific relationship to the general plan.

## G. Plan Organization

This is a comprehensive revision and replacement of the City of Wasco's 2002 General Plan. The documentation comes in three volumes as follows:

1. *The Background Report* was completed in December 2014 as Volume 1. It documents existing settings, conditions, deficiencies as well as opportunities and constraints including a comprehensive inventory of land uses.
2. *Plan Development* is a second document, which discusses the planning process that led to the development of Wasco's 2040 Vision. It documents alternative future development scenarios from which the preferred Plan was crafted.
3. *The General Plan* is this document and constitutes Volume 3. It captures the 2040 Vision described in the preferred growth and the basis of the General Plan. It includes Wasco's goals and objectives for future development. In effect, this Plan acts as a policy document to provide explicit and distinct policies and programs to help guide decision-making in order to achieve community aspirations.

Volume 3 is a stand-alone document with summaries of detailed information from the other two volumes. It is organized as follows:

- The first chapter provides an introductory overview to the 2040 General Plan.
- Chapter 2 outlines the primary components of the planning process including background research, community input, growth assumptions, opportunities and constraints for development and a summary description of the preferred growth scenario. The 2040 Vision is an embodiment of community aspirations for the growth and development of the City of Wasco into the future; it identifies growth areas as well as the overall General Plan map.
- Chapters 3 through 13 provide the policy framework for individual General Plan Elements, which are defined in terms of goals, policies and implementation actions. There are the seven mandatory elements consolidated into six (land use, circulation, long-term housing, conservation and open space, noise, and safety) and six optional elements (air quality, economic development, public facilities, community design, and health).
- Chapter 14 completes the document with descriptions of such General Plan implementation tools as ordinances and capital improvement programs. It also describes Plan monitoring, reporting and amendment process.

## CHAPTER 2. PLANNING PROCESS

### A. Research

Three methodological approaches were applied to gather information on existing conditions in the City of Wasco, and Kern County. The process identified issues and opportunities, which guide the development goals, policies, and implementation actions in the General Plan.

1. Secondary research was conducted to identify applicable standards, policies, and programs related to each General Plan element.
2. Fieldwork was performed to conduct a comprehensive inventory of existing land use. This process provided information regarding the existing conditions and uses of all parcels within the City of Wasco.
3. Primary data was collected through four public meetings and two public outreach events in the City. These events helped to elicit the community's aspirations and preferences regarding the future of Wasco and provided feedback on the three alternative development scenarios.

#### Secondary Research

Secondary research provided the necessary background information and regulatory framework to assess conditions in the City of Wasco. This process helped to identify potential areas of need and opportunity addressed in each element of the General Plan. Through an analysis of past demographic conditions and relevant City and County policies, the planning process was able to identify emerging trends in the City as they pertain to each element.

The research process began with a review of the California Office of Planning and Research (OPR) guidelines. The guidelines provide the skeletal framework and mandatory components of each General Plan element. The OPR guidelines identify data and information needs of each element, and led the team to the appropriate documents for further study and analysis.

The next step involved the examination and analysis of City and County planning documents. Relevant documents include City and County plans, policies, reports, and programs pertaining to the City. These documents provide the historical context for the development of the General Plan and identify additional resources for gathering information on the City.

#### Land Use Inventory

The City of Wasco's Sphere of Influence consists of 5,343 parcels. In order to establish a reliable basis for development of goals, policies, and implementation actions for the General Plan, a thorough field inventory of existing land uses within the City was conducted in early October 2014.

The team surveyed every parcel and gathered the following information:

- Number of structures
- Occupancy, whether the parcel was occupied or vacant
- Active land use(s) whether primary, secondary, or tertiary
- Absence or presence of sidewalk; the condition of sidewalk, if present

In addition to gathering information on each parcel, the following information was recorded for any and all structures located on each parcel or lot:

- Type of structure
- Number of stories for each structure

- Physical condition of each structure, ranked bad, poor, fair, or good quality

Active land use identified the primary use of each parcel, such as residential, commercial, industrial, public facility, open space, and other uses. Within each land use category, additional data was collected on specific characteristics. For example, residential land uses were subdivided into single family detached, single family attached, multi-family, mobile home, or apartment structure. Commercial uses indicated subcategories of retail, office, service, and industry.

## B. Community Input

Community outreach was fundamental to the development of the General Plan and Background Report documents. In addition to four formal community meetings the planning team conducted outreach events at two community locations. The City of Wasco Planning Staff was essential in establishing connections with other City Staff, and the identification of stakeholders. They also assisted in distributing meeting materials, and the continuous circulation of surveys over the months of October and November 2014, including materials to high school students at the Wasco Union High School.

The outreach team developed and maintained a database of stakeholders (including contact information for all community meeting attendees). The outreach team utilized the following tools to inform the public of meetings and planning progress:

- Community Plan Website (<http://planwasco.weebly.com/>)
- Email announcements
- Telephone calls
- Newspaper announcements
- Printed Fliers
- Street interactions (referred to as the Plan Van)

Four community meetings were held throughout the planning process to gain community input on preferences regarding the City's future, issues and opportunities,

### COMMUNITY MEETING 1: FOCUS GROUPS

The meeting attendees discussed a variety of things they liked, disliked, and wanted for their City's future. Many members liked the small town feel, town history, agricultural setting, quality schools, quiet feel, and friendly neighborhoods that are family oriented. The community disliked the limited economic diversity, poor road maintenance, limited post high school educational opportunities, and limited recreational opportunities for children, teens, and families. To improve the City, participants felt that the City needs to become small business friendly, provide more citywide activities or recreational opportunities, and improve upon City-wide maintenance.

### COMMUNITY MEETING 2: VISIONING WITH ISSUES AND OPPORTUNITIES

#### ECONOMIC DEVELOPMENT

One of the top issues identified in previous community meetings was limited economic and job diversity within the City. Many residents commute to neighboring cities for shopping and Wasco fails to capture a large portion of potential revenue. Based on the preference questions asked at the second community meeting, residents preferred to expand small business opportunities and attract larger retailers. Casual dining and entertainment options were preferred over fast food and arts and craft retailers.

#### HEALTH AND SAFETY

Ensuring a safe and healthy environment for all residents of Wasco emerged as a common goal among many community members. The negative health effects of Wasco's air quality, large number of fast-food

restaurants, inadequate street lighting, and crime were all issues identified in previous community outreach meetings. To further explore these topics, the planning team formulated questions to gauge community preferences in the context of health and safety. To improve the overall safety of Wasco, residents heavily preferred to see more street lighting, and voted crime to be the most evident safety concern. In terms of the health of Wasco, residents chose substance abuse, inadequate access to medical facilities, and lack of healthy food options as the top impediments to a healthy lifestyle. Due to concerns regarding resources for children and youth in the community, residents were asked which activities or programs were most needed for these vulnerable populations. Community members wanted to see more vocational training and volunteer opportunities to help the unemployed youth.

#### RECREATION AND EDUCATION

Another priority identified by participants at Community Meeting #2, was the need for expanded recreational opportunities. Many residents expressed a desire for more community facilities, including a community center, teen activity center, and aquatic pool. As noted in the subsequent sections, the City did not have enough park space to meet the needs of the residents. For expansion of educational opportunities, many participants expressed a high interest in post-secondary educational opportunities, including vocational and trade schools. Some of the issues identified in the first meeting included a lack of higher educational opportunities for young adults. In the preference exercise at the second community meeting, both high school and adult vocational programs were heavily preferred.

#### COMMUNITY MEETING 3: PRESENTATION OF GROWTH SCENARIOS

Overall, people were generally supportive of the proposed visions of growth for Wasco's future. Participants liked focusing growth on vacant land within city limits, providing space for more commercial development and new residential neighborhoods, and locating services close to housing. Participants also wanted to see ample space provided for additional parks and recreation opportunities and space for a post-secondary educational facility. Further, participants wanted to see circulation improvements such as new bike paths and additional bus stops. Alternative growth scenarios are outlined under Section C.

#### COMMUNITY MEETING 4: PRESENTATION OF PREFERRED GROWTH SCENARIO

The culmination of information gathered from background, field and outreach exercises is the Preferred Growth Scenario, which captures elements of the growth alternatives that the people of Wasco preferred. The results of this meeting indicate approval from residents of the Preferred Growth Scenario. Major plan proposals include the following:

- Concentrate development in growth areas: (1) West Poso Drive; (2) S. Palm Avenue; (3) North SR 43; (4) Downtown 7th Street; (5) South SR 43; and (6) Wasco Center as shown on Map 2.5.
- Rezone golf course area to agricultural land. (16L, 8D)
- Increase low-density housing through the City to accommodate population growth. (20L, 4D)
- Increase medium density housing near the Wasco Center and South SR 43. (16L, 8D)
- Establish a commercial center to serve Wasco and surrounding cities. (19L, 5D)
- Focus job growth along SR 46 and in proposed Wasco Center. (19L, 5D)
- Provide space for additional low and medium density housing within the regional growth area. (19L, 5D)
- Accommodate more people closer to the commercial center to make it easier to walk or bike to services. (18L, 6D)
- Locate post-secondary educational facility along SR 43 in the southern portion of Wasco. (20L, 4D)

- Improve commercial growth along 7th street through the development of vacant or under-utilized land. (22L, 2D).
- Increase commercial and retail development in southern Wasco. (20L, 4D)
- Provide space for additional medium density housing in southern Wasco. (19L, 5D)
- Establish Neighborhood Growth Areas proposed under the Preferred Scenario. (16L, 8D)
- Provide space for additional low density housing near neighborhood commercial amenities to allow for better access to these services. (16L, 8D)
- Provide space for additional commercial services that serve the variety of needs of the residents with neighborhoods. (19L, 5D)
- Locate small, neighborhood-serving grocery stores and markets in Neighborhood Growth Areas to serve residents. (17L, 7D)
- A bikeway to “loop around the City” alongside SR 46/rail tracks, Gromer Road, and Magnolia Avenue. (19L, 5D)
- A protected multi-use path alongside the railroad right-of-way as part of the “loop-around.” (19L, 5D)
- Additional bus stops on existing Kern Regional Transit Bus Lines at major growth centers (22L, 2D)

## C. Growth Assumptions

### 2040 PLANNING HORIZON

This is a long range document with a 25 year planning period. Much of the General Plan Policy Document is based on population, housing, and job targets presented in this section. The targets in this section were used to inform the three Alternative Growth Scenarios; Slow Growth, Moderate Growth, and Aggressive Growth, and the final Preferred Growth Scenario.

Based on Kern County’s population targets and the State’s Regional Housing Needs Allocation (RHNA), the City needs to accommodate a population growth of nearly 21,955 persons, for a total approaching 47,500 people, which assumes an allocation of 5,369 additional housing units by 2040. This housing need can be met through constructing new units and developing on existing vacant land.

### ALTERNATIVE GROWTH SCENARIOS

#### Slow Growth

Slow Growth is a development scenario envisioned to demonstrate how the City would grow into the future if it followed historic trends and patterns in relation to population growth, residential and economic development, and investment in public facilities and infrastructure.

The possible outcomes of the Slow Growth Scenario would include the following: conversions of vacant land to single family residential units, the development of the Wasco Center along SR 46 and additional locally owned commercial units along 7th street, a few acres of new industrial space on the eastern border of the City, and no additional public improvements. In total, there would be five acres of land available for new industrial development, five acres for retail, five acres for office, ten acres for public facilities, 410 acres for residential, and 55 acres for parks and open space.

#### Moderate Growth

The Moderate Growth Scenario averages growth between the Slow Growth and Aggressive Growth Scenarios, or the average of Wasco’s average historic growth trend and its highest historic growth. The goal of this scenario is to place retail, residential, jobs, services, and recreation locations in walk-able and

bike-able distances within city limits. The majority of existing land uses will be maintained with the potential for a small increase in low-density and medium-density housing. Growth under this scenario would enhance conditions in the City by focusing on underutilized areas through infill and redevelopment. Concentrated growth would occur around the following areas:

1. State Route (SR) 46 from Magnolia Avenue to F Street
2. 7th Street from Wasco's AMTRAK station to Magnolia Avenue
3. Poso Avenue from SR 43 to Central Avenue
4. Filburn Avenue from SR 43 to Central Avenue

The primary outcome of the Moderate Growth Scenario would be contained growth within City limits, concentrated around already developed areas. Possible outcomes of this scenario include providing additional park space that is within walking distance of residential areas. Additionally, low density housing would be added throughout the City, with the addition of some medium density housing to accommodate growth. Under the Moderate Growth Scenario, Commercial growth is proposed to occur in both the northern and southern portions of the City. In the north, the approved Wasco Center will be located north of SR 46. A smaller scale, neighborhood commercial center is proposed in the southern portion of the City to accommodate the need for additional commercial and retail amenities not in existence in this portion of the City. A post-secondary school would be located along SR 43 to serve as a gateway into the City and provide educational opportunities for both Wasco residents and residents from neighboring communities.

#### Aggressive Growth

The Aggressive Growth Scenario focuses growth within city limits, primarily on vacant or underutilized land. This alternative attempts to match the highest historic growth of the City in the previous decade. That rate of growth matches the average for Kern County and is thus considered a realistic target for planning purposes.

Some development under this scenario would be located outside the city limits but within the sphere of influence. Residential development would be expanded west along the State Route 46 corridor and would remain primarily low-density but would increase medium density from 15 percent to 20 percent of the total housing stock. Land would also be reserved for public facilities such as new parks and recreation facilities as well as a post-secondary educational institution. With the anticipated population and job targets, additional land would be allocated for Wasco's primary employment sectors. Commercial and industrial development would be focused along State Route 46 and 7th street. Any agricultural land within the sphere of influence that would be used for contiguous urban development would be swapped for designated urban lands on the outer fringes but within City limits.

#### Preferred Growth

The Preferred Growth Scenario is the General Plan. It is presented later in Section E.

## DEMOGRAPHIC PROJECTIONS

### POPULATION PROJECTIONS

The population in Wasco is growing steadily. This trend is expected to remain and the population is projected to increase at about 2 percent annually through 2040. Based on Kern County's population estimation, the total population in Wasco can approach an estimated 47,500 residents by 2040 as indicated in Table 2.1. It is noteworthy that this estimate includes a prison population of a little over 5000 inmates.

**Table 2.1 Population Projections for Wasco**

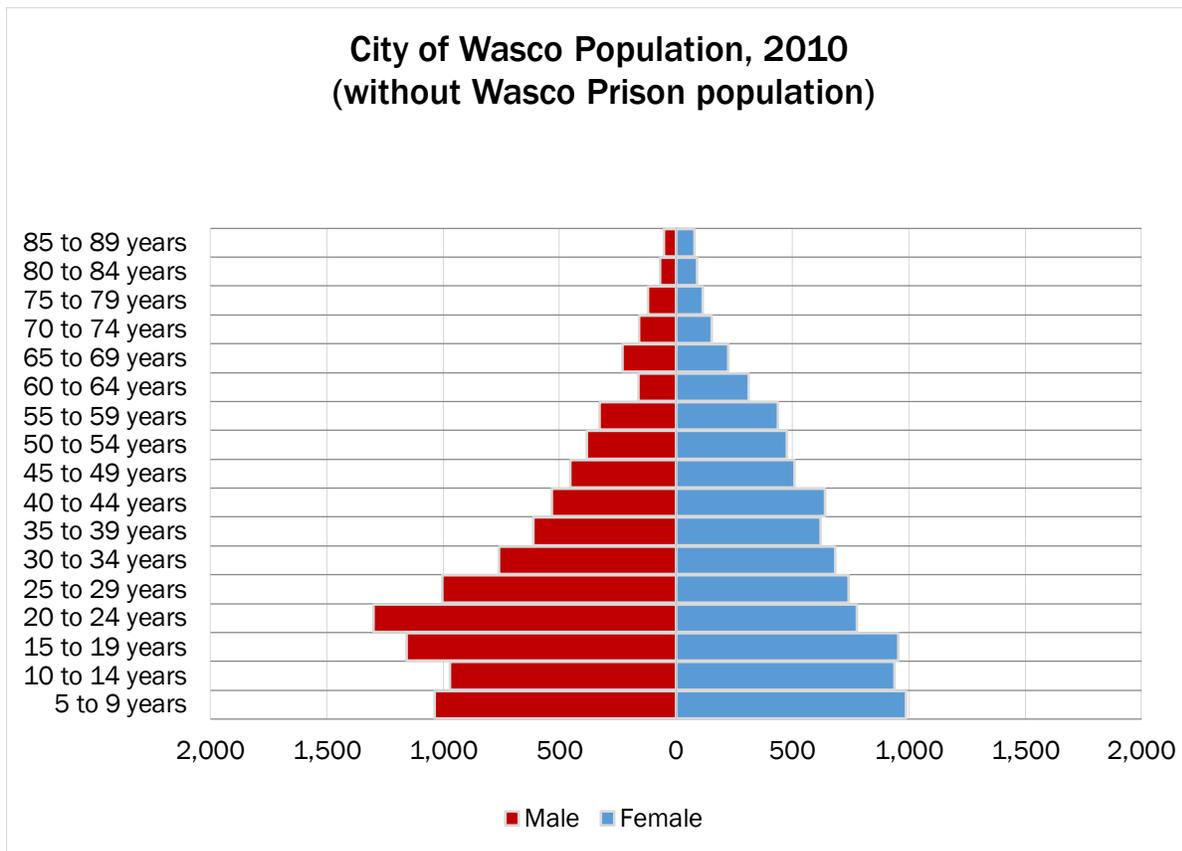
Year	Population	% Annual Growth
2010	25,545	-
2020	31,200	2.2%
2030	38,100	2.2%
2035	42,600	2.4%
2040	47,500	2.4%

Source: Kern COG 2014 RTP, February 2014, p3-5

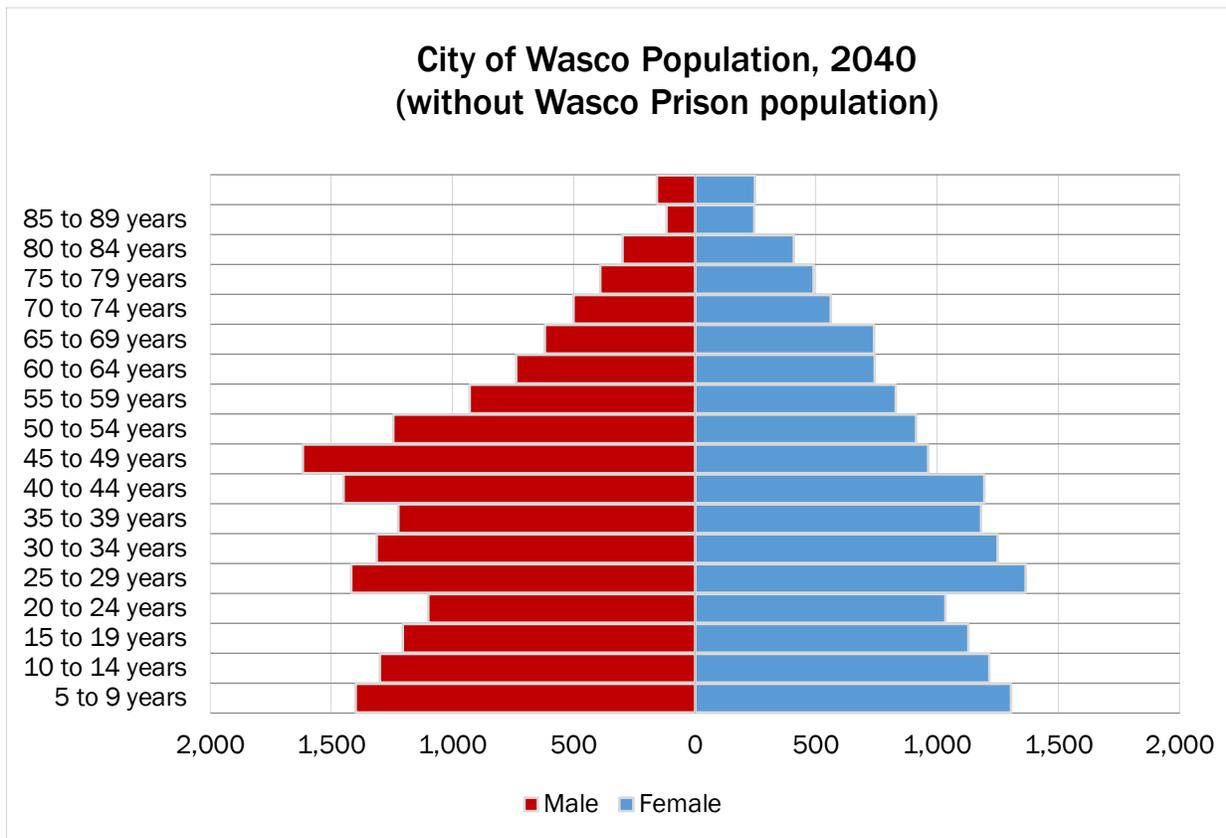
Kern Council of Governments (Kern COG). (2014). *Regional Transportation Plan/ Sustainable Communities Strategy*. Retrieved from: [http://www.kerncog.org/images/docs/rtp/2014\\_RTP.pdf](http://www.kerncog.org/images/docs/rtp/2014_RTP.pdf)

Population pyramids illustrate the distribution and changes in population between 2010 and 2040. Figures 2.1 and 2.2 show that the age cohorts distribute more evenly by gender as the population ages. The Kern County projections suggest growth in population within all age cohorts by 2040.

**Figure 2.1 2010 City of Wasco Population Pyramid**



**Figure 2.2 2040 City of Wasco Population Pyramid**



## HOUSING TARGETS

An additional 5,369 housing units will be needed by 2040 to accommodate Wasco’s estimated population growth. This value was provided in Kern County’s Regional Housing Needs Allocation Plan of 2013 based on a compounded growth method of projection. If built, the total housing stock in 2040 could add up to 10,500 dwelling units.

## VACANCY RATE AND HOUSING CONDITION

The total number of housing units in Wasco in 2010 was 5,131 with vacancies of 347 units, or 6.3 percent. This rate is slightly less than both Kern County’s vacancy rate (10.5 percent) and the State of California (8.1 percent). According to the Wasco Housing Conditions Survey of 2012, the overall housing condition in Wasco is considered sound. This means, most housing units appeared new or well maintained and were structurally intact. Approximately, 82.8% of housing units were considered sound, 16.6% were deteriorated and 0.6% was dilapidated.

## ECONOMIC PROJECTIONS

Using Wasco’s best trend in employment growth from years 2007 to 2011, approximately, 2,406 additional jobs will be needed to accommodate job growth into year 2040 as shown in Table 2.4. This particular trend is based on Kern County’s population targets, assuming that the City maintains current employment patterns and job to workforce ratios. The 2040 job targets are based on the total number of job and industry shares from the most recent economic data from the Longitudinal Employer-Household Dynamics (LEHD) shown in Table 2.2.

The following are descriptions of the industries (as described by the U.S. Census) which are within each sector:

**Agriculture** - Farming, Forestry, Fishing and Hunting

**Industrial** - Mining, Quarrying, and Oil and Gas Extraction; Construction; Manufacturing

**Retail** - Wholesale Trade; Retail Trade

**Office** - Information; Finance and Insurance; Real estate and Rental and Leasing; Professional, Scientific and Technical Services; Management of Companies and Enterprises

**Other** - Public Administration and Social Services

**Table 2.2 Employment Growth in Wasco**

Sector	2011	2002-2011 Annual Growth Rate	2040	Percent Change 2010 to 2040	% of Total Job Share
Agriculture	1,924	6%	2,124	10.40%	32%
Industrial	373	8%	383	2.68%	6%
Retail	571	0.3%	596	4.38%	9%
Office	125	4%	130	4.00%	2%
Other*	3,290	23%	3,325	1.06%	51%
<b>Total Jobs</b>	<b>6,283</b>	<b>11%</b>	<b>6,558</b>	<b>4.38%</b>	<b>100%</b>

Source: US Census Bureau, Center for Economic Studies, Longitudinal Employer-Household Dynamics (LEHD), 2002 – 2011; <http://onthemap.ces.census.gov/>

Notes: \*All other sectors include: Educational Services; Health Care and Social Assistance; Arts, Entertainment, and Recreation; Accommodation and Food Services; Other Services (excluding Public Administration); and Public Administration (Public Administration alone had 2119 jobs in 2011)

### JOB TARGETS FOR GROWTH SCENARIOS

The job targets for the three scenarios were based on jobs-to-labor force ratios, shown in Table 2.3, for the City of Wasco between the years 2007 and 2011. The slow growth scenario is based on the average ratio; the aggressive growth scenario is based on the highest ratio; and the moderate growth scenario is based on the average of the low and high ratios. The City's labor force is made up of all residents of working age, and therefore excludes residents younger than 16 (assumed too young to work) or those 65 and above (assumed retired). Table 2.3 shows the labor force population and available jobs within the City and the associated jobs to labor force ratios.

**Table 2.3 Wasco's Labor Force Population and Jobs to Labor Force Ratios**

Year	Labor Force	Total Jobs	Ratio (Jobs/Labor Force)
2007	11,159	3,464	0.31
2008	10,282	3,229	0.31
2009	11,490	3,701	0.32
2010	12,842	5,808	0.45
2011	13,424	6,283	0.47

The Preferred Growth Scenario uses an aggressive job to labor force ratio for the City of Wasco. The intention is to allocate adequate land for growth in existing and potential job industries. The job target requires the City to allocate enough commercial and industrial acreage to accommodate approximately 2,405 jobs by 2040.

**Table 2.4 Job Targets by Growth Scenario**

City of Wasco	Average Job to Labor Force Ratio	Total Jobs Target by 2040	Additional Jobs Needed by 2040
Slow Growth Scenario*	0.37	6925	645
Moderate Growth Scenario	0.42	7810	1525
Aggressive Growth Scenario	0.47	8690	2405
Preferred Growth Scenario	0.47	8690	2405

Note: \*The low rate is the average ratio over the period from 2007 to 2011 shown in Table 2.3

The average job to labor force ratio in Wasco is compared with Kern County, and the State of California in Table 2.5. As shown, the jobs to labor force ratio applied for Wasco under the preferred growth scenario is equal to Kern County's average jobs to labor force ratio.

**Table 2.5 Comparative Average Jobs to Labor Force Ratio (Wasco, Kern County and California, 2007 to 2011)**

Geographic Area	Average Job to Labor Force Ratio
City of Wasco	0.37
Kern County	0.47
State of California	0.58

Source: US Census Bureau, Center for Economic Studies, Longitudinal Employer-Household Dynamics (LEHD), 2007 – 2011; <http://onthemap.ces.census.gov/>

## D. Opportunities & Constraints

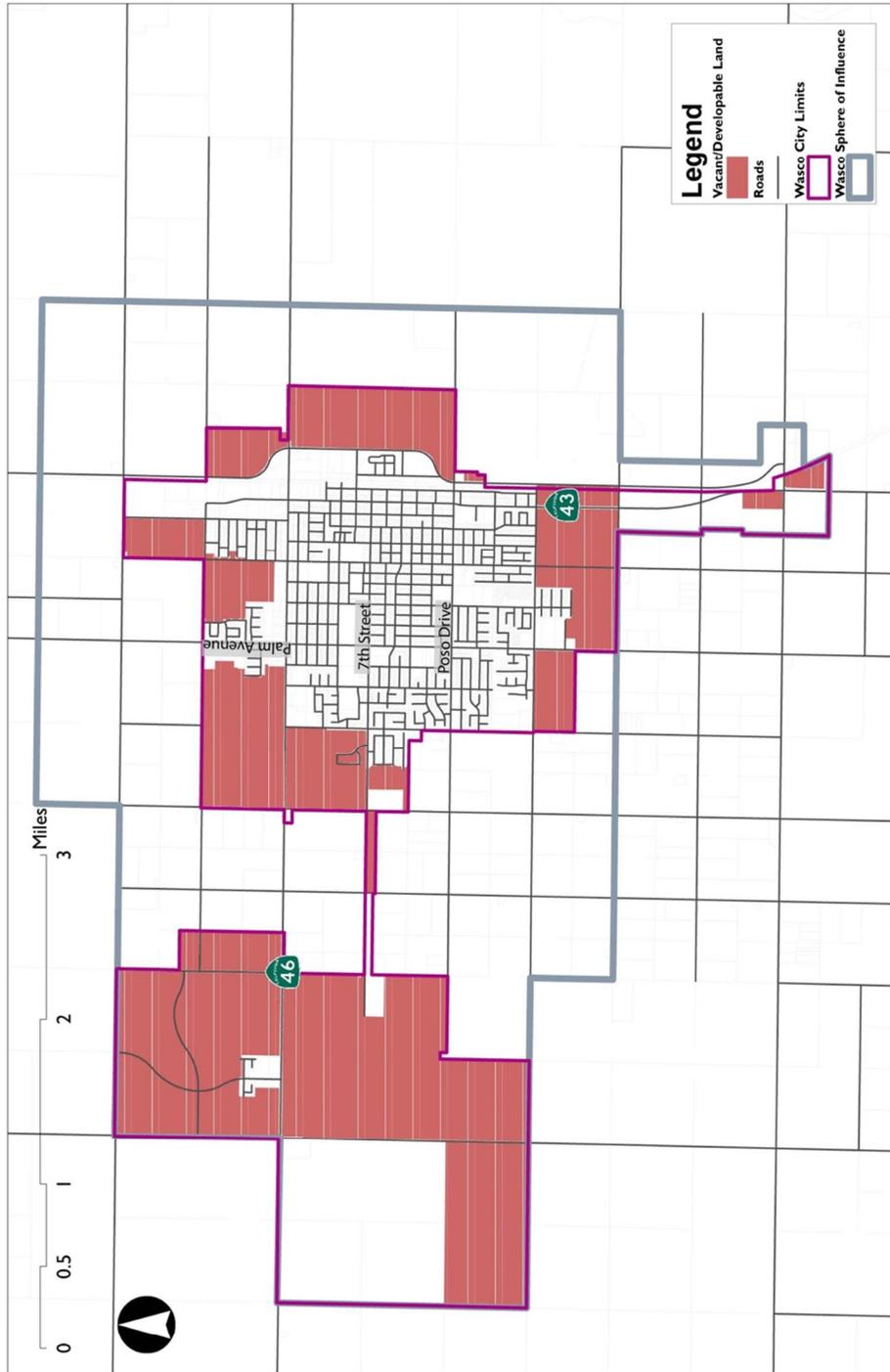
### BOUNDARIES & LIMITS

The City limits and sphere of influence encompass a total area of 11,487 acres or 18 square miles of land. The City limit encompasses incorporated territory of 5,466 acres where land use is controlled by the City Government. The City's sphere of influence includes approximately 6,021 additional acres of unincorporated land. Land uses within the unincorporated area of the SOI are predominantly agricultural and residential.

### OPPORTUNITIES

Map 2.1 shows the City of Wasco's geographic area and the opportunities for development. There is a vast amount of agricultural land within the City's sphere of influence and within the City's borders.

## Map 2.1 Development Opportunities Map



#### A. VACANT LAND

A majority of the City of Wasco's total acreage or approximately 68 percent are made up of open space. Agricultural acres account for 99 percent of the total open space lands. Vacant lands surround the existing built-up area providing opportunities to foster contiguous expansion of the City. Some of the contiguous vacant lands include highly accessible areas along SR 46 and SR 43. Then there is a semi-detached section of City lands to the west near the correctional facility that is mostly vacant.

#### B. AGRICULTURAL LAND

The agricultural land, which accounts for 99 percent of total open space within City limits, provides opportunity for development. It is not under Williamson Act contract and it is easy to develop when the need arises for additional land to meet population, housing and job targets.

### **CONSTRAINTS**

Map 2.2 shows constraints to development in Wasco. Key constraints include airport protection space and agricultural lands under Williamson Act contracts.

#### A. SEISMIC HAZARDS

The City of Wasco is located in a seismically active region. Wasco is categorized as Zone 4, under the Uniform Building Code. This indicates a high potential for seismic hazard. Four active faults are capable of impacting Wasco from ground shaking.

#### B. WELL WATER AND SEWER LINES

The City currently requires mandatory water restrictions to ensure a steady water supply for all water customers in Wasco. Drought conditions have increased the need for cities, including Wasco, to preserve water supplies through the City's Municipal Code. Many community members feel inconvenienced by restrictions. Future goals for the City include providing incentives for water conservation. Additionally, future development would be constrained by the restriction and limitation of water supply.

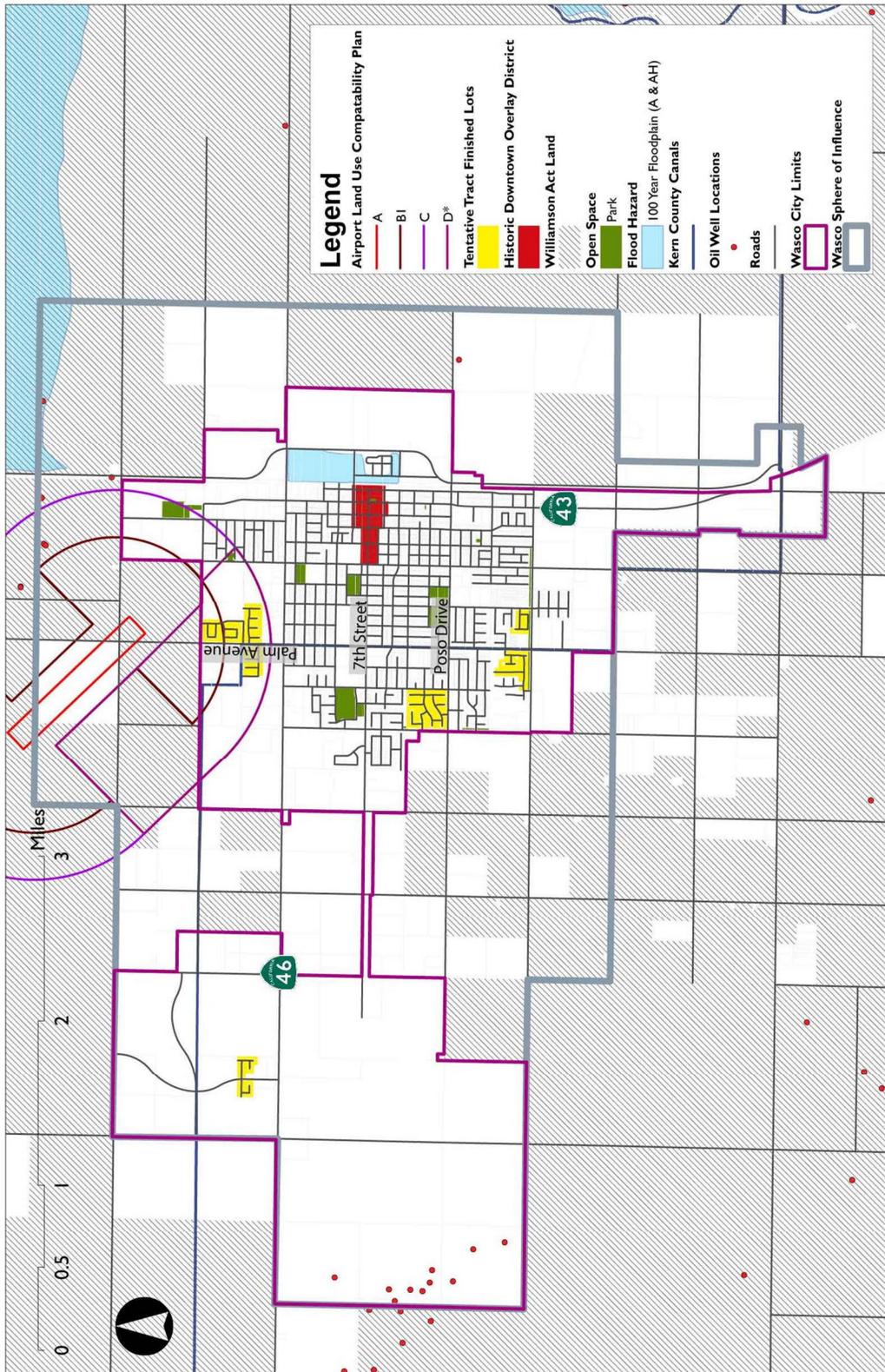
#### C. AIRPORT RUNWAY AND AIRSPACE PROTECTION

The Wasco-Kern County Airport is located at the intersection of McCombs Avenue and Palm Avenue, one mile north of Wasco and 22 miles northwest of Bakersfield. The runway protection zones required for the unobstructed passage of aircraft through the airspace above are used to enhance the protection of people and property on the ground and prevent residential development near the airport.

#### D. AGRICULTURAL LAND

The developed area in the City of Wasco is surrounded by agricultural land, much of which is classified as prime agricultural land. As the City continues to expand, adjacent agricultural land will likely be converted to allow for other uses, such as residential or commercial uses. Williamson Act contract lands within and outside the City's sphere of influence are bound to hamper expansion beyond City limits in a bid to preserve the prime agricultural lands.

## Map 2.2 Development Constraints Map



## E. Preferred Growth Scenario

The Preferred Growth Scenario for 2040 reflects a combination of community-preferred features from all the proposed growth alternatives (overviewed in Section C) with an emphasis on focusing development around six Key Growth Areas that are centered on three commercial district classifications: Neighborhood Commercial, District Commercial, and Regional Commercial. The Preferred Scenario features community preferences for distribution of housing, circulation improvements, and future employment across the Key Growth Areas. Each Key Growth Area is designed to meet future community needs and is suggested to act as one piece of a comprehensive plan in order to help achieve the community's long-term vision. The Key Growth Areas aim to serve the daily basic needs of nearby residents as well as attract residents of neighboring cities. Map 2.3 shows the overall land use map with highlighted Key Growth Areas.

### ANTICIPATED EFFECTS AND OUTCOMES

If realized, the Preferred Growth Scenario could yield several positive outcomes for the City of Wasco. The Plan would result expectedly in the reduction of the acreage within City limits under agricultural use while acreages under all other uses (residential, commercial, industrial, and public facilities) would increase.

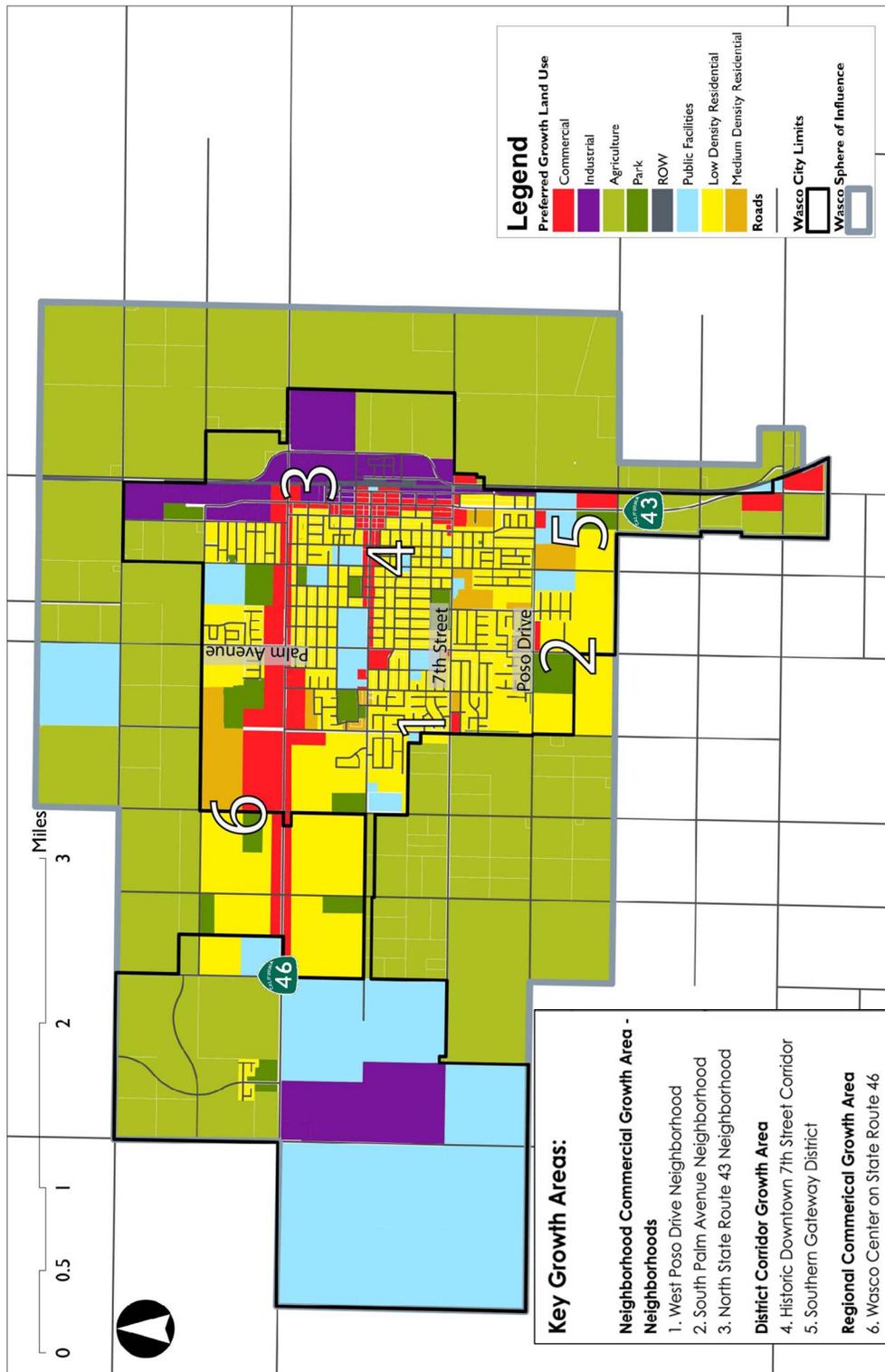
The Plan would expand the bikeway network for better connectivity, add bus shelters near areas of development, like the new Wasco Center, and create a more balanced travel demand between the northern and southern sections of the City. The addition and completion of pedestrian and bicycle networks, the Kern Transit regional bus service, and Wasco's Dial-A-Ride would reduce the need for vehicular traffic, thus mitigating noise impacts from the increase noise levels anticipated from the California High-Speed Rail and growth in travel.

A greater emphasis on multi-modal transportation, including bike lanes, and bus stops may encourage people to utilize more active forms of transportation thus improving local air conditions while locating parks within ½ mile of residential areas would increase access to public space for active and passive recreation which would positively impact fitness and mental health levels. Low impact development practices would offer opportunities for water savings and retention while the introduction of a variety of energy programs can encourage energy and monetary savings for residents.

The Plan would promote the protection of environmental quality through the use of native plants and compliance with endangered species laws. An additional public elementary school would be needed to accommodate the growing youth population. Population growth would require additional fire and police personnel to serve the key growth areas and provide adequate emergency response services. All utilities including water, power, gas, and waste services would need to expand to accommodate the increased growth.

The physical character of the City's appearance would be enhanced by additional street elements such as street lighting, landscaping, street furniture, and bicycle and pedestrian amenities. Improving existing gateway signs and creating new gateway signs in growth areas would mark and announce entry into Wasco and reinforce its identity and sense of place.

Map 2.3 Preferred Growth Scenario with Key Growth Areas



## CHAPTER 3. LAND USE ELEMENT

### *Introduction*

---

The Land Use Element defines current and future land uses in Wasco. This element ties together the goals, policies, and actions of other elements in the General Plan, while promoting compatibility of uses and preserving valuable community assets and resources. This element considers constraints on land use resulting from physical, legal, and environmental issues as well as the needs and wants of the community in order to create goals and policies to guide the development of all uses in the City.

Trend data and future projections indicate that population and related housing and employment growth can be accommodated; however, jobs, economic opportunity, and public space are essential for the well-being of City residents. The Land Use element prioritizes services, recreational opportunities, retail and business opportunities, while maintaining Wasco's small-town character. Careful selection of corridors and key growth areas guide the Land Use element, the most prominent being: (1) West Poso Drive, (2) S. Palm Avenue, (3) North SR-43, (4) Historic Downtown 7th Street, (5) South SR-43, and (6) Wasco Center.

#### **A. Purpose and Requirements**

The Land Use Element serves as a guide and blueprint for planners, the general public, developers, and decision makers for the future development and growth of Wasco. The main purpose of this element is to designate the location, distribution, and intensity of uses, notably: housing, commercial and industrial development, recreation, open space, and agriculture.

#### **B. Planning Boundaries**

Section C in Chapter 1 and Map 1.2 identify Wasco's planning boundaries, which include City limits of incorporated territory where land use is under the City's control and the sphere of influence (SOI) of unincorporated land. Land uses within the unincorporated area of the SOI are predominantly agricultural with some residential uses as well. Table 3.1 shows the distribution of land uses.

#### **C. Land Use Population Growth Projections**

The allocation of land for future use depends on population growth and attendant need for housing, public spaces, public facilities, commercial use and infrastructure. The Land Use Element therefore uses projected population as the basis for allocation of land for various uses. Kern County projects that the population in Wasco can approach 47,500 residents by 2040 as illustrated in Table 2.1 in the previous chapter. This level of growth would equate to the need for space to accommodate: (a) additional 5,369 housing units by 2040; (b) approximately 2,406 additional jobs; and (c) ancillary spaces for recreation, schools, and other public facilities.

## D. Measuring Density & Intensity

Commonly, the term “density” is expressed as number of jobs or persons or housing units per acre. Planners try to recognize the differences in the variables (persons and buildings) by referring to population density and building intensity. In land use planning, residential density is measured in number of units per acre whereas the intensity of office, retail and industrial development is measured in floor area to land area ratios – FAR. Thus while land use designations (residential, commercial, industrial, etc.) identify the type of allowable uses, building intensity standards define the concentration of uses. The Governor’s Office of Planning and Research (OPR, 2003) recommends that each intensity standard include both: (a) permitted land uses or building types; and (2) concentration of use.

- *Permitted uses and building types* is a qualitative measure of the uses that are allowable in each land use designation. Examples of land permitted uses include residential, commercial, industrial, etc.
- *The concentration of use* can be defined by one or more quantitative measures that relate directly to the amount of physical development that is allowed. According to OPR: (a) maximum dwelling units per acre is a good residential standard; (b) floor area ratio (the ratio of building floor area to the total site area) is a useful measure of commercial and industrial intensity; (c) the dual standard of maximum lot coverage and maximum building height is suitable for agricultural, open-space, and recreational designations where development is being limited.
- *Residential density* is expressed in the Wasco General Plan as the number of residential dwelling units per gross acre of land.
- *Floor Area Ratio (FAR)* in the Wasco General Plan is the gross floor area permitted on a site divided by the total net area of the site. For example, on a site with 10,000 net square feet of land area, a floor area ratio of 1.0 will allow a maximum of 10,000 gross square feet of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000 square feet of floor area; an FAR of 2.0 would allow 20,000 square feet; and an FAR of 0.5 would allow only 5,000 square feet. FARs are typically applied on a parcel-by-parcel basis as opposed to an average FAR for an entire land use or zoning district.
- *Building intensity* is defined as concentration of use on land. For residential uses, it is the actual number or the allowable range of dwelling units per net or gross acre. For non-residential uses, it is the actual or the maximum permitted floor area ratios (FARs).

In this Wasco General Plan, the permitted uses and concentrations are outlined and illustrated in the next subsection under land use designations. Table 3.1 is a summary of uses and concentrations.

**Table 3.1 Wasco General Plan Density/Intensity Assumptions**

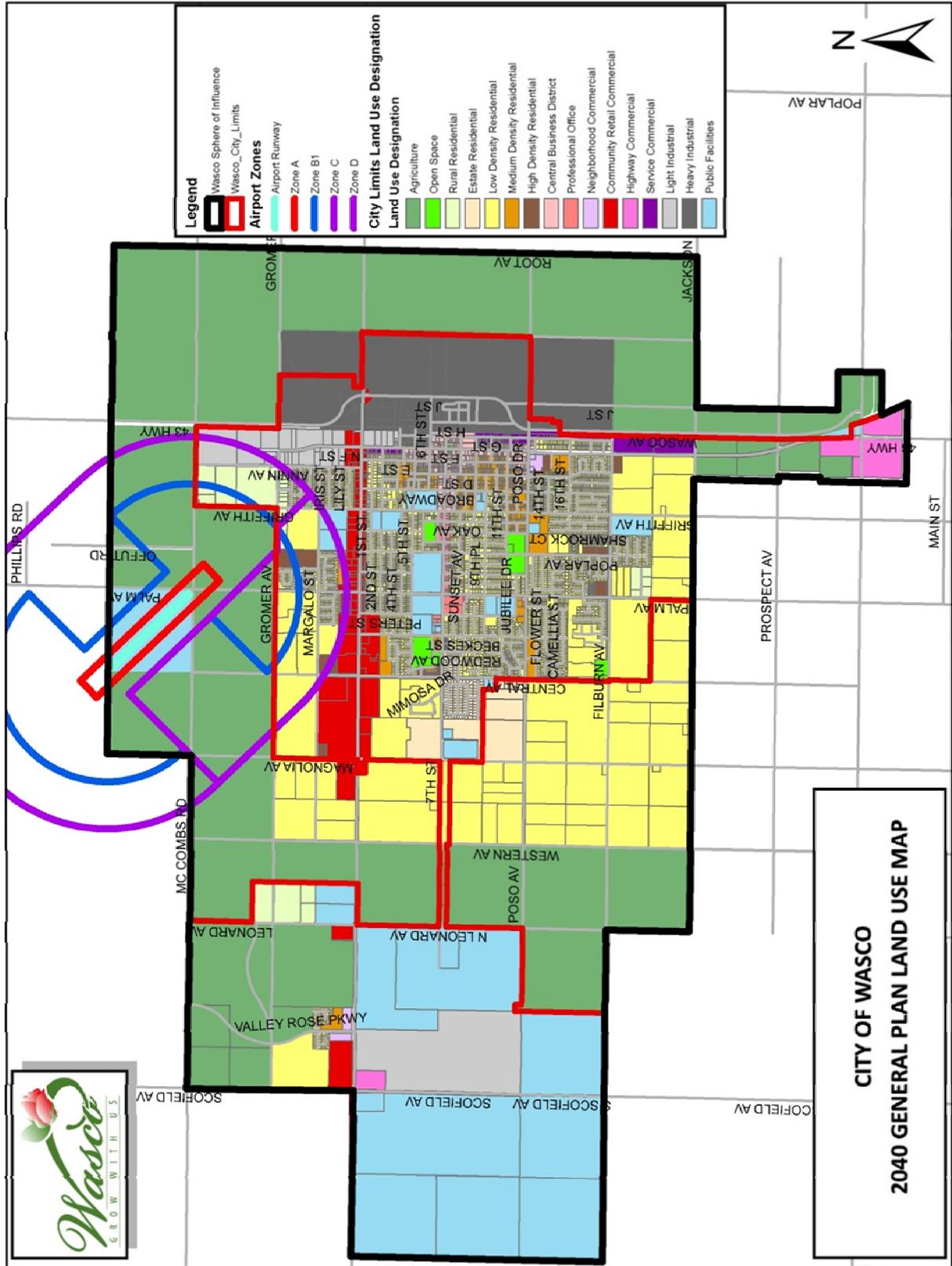
Land Use Classification	Unit Density (du/acre)			Floor Area Ratio (FAR)		
	Min	Typ.	Max.	Min.	Typ.	Max.
Rural Residential	0	1	2			
Estate Residential	2	3	3.5			
Low Density Residential	3.5	5	7.5			
Medium Density Residential	7.6	12	15			
High Density Residential	15.1	18	24			
Professional Office	10	12	24	0.1	0.2	0.6
Central Business District	10	12	24	0.2	0.5	1
Neighborhood Commercial				0.1	0.2	0.5
Community Retail Commercial				0.1	0.3	0.6
Highway Commercial				0.1	0.2	0.5
Service Commercial				0.1	0.2	0.5
Light Industrial				0.1	0.5	1
Heavy Industrial				0.1	0.5	2
Public and Institutional				0.1	0.2	1
Open Space/Parks				0	0.05	0.1
Agriculture		1 du/lot				

## ***Land Use Designations***

Map 3.1 depicts land use designations envisioned in the 2040 General Plan. As previously shown in Map 2.3, the abbreviated legend shows the key land use categories for which land is allocated to accommodate anticipated growth under the Plan. Detailed breakdowns of land use types are outlined in the following subsections. It is noteworthy that this is one of multiple potential visions for the future. As conditions change into the future, needs can change necessitating adjustments to or revisions of this vision. The culmination of changes may be amendments to the Plan for minor changes or future updates to the General Plan, if changes are major.

Each residential category indicates a range of densities deemed reasonable and desirable for areas within the Planning Area. The maximum density indicated defines the number of units per gross acre within a given area. Residential development must provide at least the minimum number of units per gross acre indicated in the General Plan, unless a Conditional Use Permit has been granted. This requirement is intended to encourage the location of certain residential product types and densities consistent with adjacent land uses, access, public services, and environmental concerns.

Map 3.1 2040 General Plan Land Use Map



## A. Rural Residential (RR) – 0 to 2.0 DU/acre

The Rural Residential land use category allows a maximum density of 2 dwelling units per gross acres of land. The designation provides for a land use pattern characterized by residential development with larger lot sizes and a minimum lot size of 20,000 square feet. Rural residential parcels are primarily located along Wasco’s outskirts and extend into the City’s Sphere of Influence. Residential density lower than 1 unit per acre need not to be served by city sewer and water if adequate private services can be provided.



Photo of Wasco residence representing rural residential (Google Maps, 2013)

## B. Estate Residential (RE) – 2.0 to 3.5 DU/acre

The Estate Residential land use category allows for a maximum density of 3.5 dwelling units per gross acre. The Estate Residential land use designation is intended to promote larger lot homes as a transition from suburban residential areas to surrounding rural areas. The majority of estate residential parcels are located north of SR 46, along the edge of the City.



Photo of Wasco residence representing estate residential (Land Use Inventory, 2014)

### C. Low Density Residential (RL) 3.5 to 7.5 DU/acre

The Low Density Residential land use category allows for a maximum of 7.5 dwelling units per gross acre and a minimum of 3.5. This designation provides for a land use pattern and development of predominantly single-family homes. The majority of residential parcels in the City are designated low density and their concentration realized throughout the City. Lot sizes generally range from 6,000 to 10,000 square feet.



Photo of Wasco residence representing low density residential (Google Maps, 2013)

### D. Medium Density Residential (RM) 7.6 to 15.0 DU/acre

The Medium Density Residential land use category allows for a maximum of 15 dwelling units per gross acre and a minimum of 7.6. This designation provides for a land use pattern and development of predominantly small scale multiple family residential developments. The majority of medium density residential parcels are located at the southeast end of Wasco, south of Poso Road.



Photo of Wasco residence representing medium density residential (Land Use Inventory, 2014)

## E. High Density Residential (RH) 15.1 to 24.0 DU/acre

The High Density Residential land use allows for a maximum of 24 dwelling units per gross acre and a minimum of 15.1. This designation is intended to provide for a land use pattern and development of innovative site planning, on-site recreational amenities, and be located near major community facilities. A majority of high density residential parcels are located at the south end of Wasco, south of Poso Road. There are also pockets of small concentrations near the northwest edge of Wasco.



Photo of Wasco residence representing high density residential (Land Use Inventory, 2014)

## F. Neighborhood Commercial (NC) FAR 0.1 to 0.5

Neighborhood commercial land use is defined as small shopping establishments, markets, and other uses which provide types of goods purchased frequently by residents in the area. They are intended to provide ready access to commercial goods through walking and biking or with very short auto trips. The General Plan proposes three neighborhood commercial centers at: (1) West Poso Drive, (2) S. Palm Avenue, and (3) North SR-43.

## G. Community Retail Commercial (RC) FAR 0.1 to 0.6

Community retail commercial land use is defined as shopping centers, strip malls, markets, gas stations, and any other uses where goods are primarily sold and purchased. Community retail commercial places include: local grocery stores, big-box stores, locally owned clothing stores, and specialty shops. The retail category accounts for 56 acres of total commercial space in Wasco, and 49 percent of total commercial acres.

## H. Highway Commercial (HC) FAR 0.1 to 0.5

Highway commercial land may include shopping centers, strip malls, markets, gas stations, grocery stores, big-box stores, clothing stores, and specialty shops that are strategically located along busy travel corridors, intersections or interchanges to take advantage of the market created by motorists passing by. The proposed Wasco Center is an example of a highway commercial establishment meant to draw from the larger region around Wasco because of its accessibility by highway.

## **I. Service Commercial (SC) FAR 0.1 to 0.5**

Service commercial land use includes any business that does work for a customer, but is not involved in manufacturing of goods. Local services include: vehicle cleaning, repair or towing, laundry mat, beauty parlors, nail salons, restaurants, and other services. The service category accounts for 54 acres of total commercial space in Wasco and 47 percent of total commercial acres.

## **J. Central Business District Commercial (CB) FAR 0.2 to 1.0**

The Central Business District Commercial designation provides a wider variety of goods and services to a number of neighborhoods. Two such districts are proposed in the Wasco General Plan: (1) Historic Downtown 7th Street and (2) South SR-43. A centrally-located district commercial, such as in the Historic Downtown District is termed central business district (CBD) commercial. Commercial uses may include offices of doctors and lawyers, restaurants and entertainment venues that need central locations to provide the most efficient level of access to residents citywide.

## **K. Professional Office (PO) FAR 0.1 to 0.6**

Professional Office commercial land use includes business, financial, and professional services. Some office services include: local banks, insurance industries, and other professional offices. This commercial category accounts for nearly 10 acres of total commercial space in Wasco.

## **L. Agriculture (AG) 1 DU/lot**

Agriculture makes up the majority of open space land use in Wasco. The 2014 Land Use Inventory recorded 8,362 acres of agricultural space within Wasco and its Sphere of Influence. According to a biannual survey of all the agricultural land in the state, conducted by the California Department of Conservation, there are 2,991 acres of Prime Farmland in Wasco. There are 174 acres of farmland classified as important to the State. Residential density is 1 unit per lot.

## **M. Light Industrial (LI) FAR 0.1 to 1.0**

There are 170 acres of industrial land in Wasco. This accounts for 1 percent of total city acreage. Industrial uses are concentrated along both sides of SR 43 and north of SR 46. The Wasco General Plan guides the development of industrial land use and does not limit industrial growth by acreage. Instead, the Plan encourages future industrial expansion outside of the City and to the east, close to SR 99. The majority of industrial uses in Wasco are characterized as “light” including warehousing and storage.

## **N. Heavy Industrial (HI) FAR 0.1 to 2.0**

Heavy industrial uses refer to manufacturing with heavy duty machinery. They tend to emit noise and gaseous fumes as well. The closest to heavy industrial uses in Wasco include a coal processing facility along SR 43 and a large agricultural processing facility north of SR 46.

## **O. Public and Institutional (PI) FAR 0.1 to 1.0**

According to the 2014 Land Use Inventory, public institutional uses in Wasco occupy approximately 842 acres of land on 95 different parcels. Public facilities account for 7 percent of all the City's total acreage. Such facilities include: schools, fire stations, police stations, public works facilities, and other spaces owned by public agencies.

## **P. Open Space/ Parks (OP) FAR 0.0 to 0.1**

Parks refer to open-space lands whose primary purpose is recreation. Open-Space refers to any parcel or area of land or water that is essentially unimproved and devoted to an open-space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor

recreation, or (4) public health and safety. According to the city of Wasco's Urban Greening, Parks, and Open Space Master Plan, there are 6 acres of existing neighborhood parks and 41 acres of existing community parks. Going by the Quimby Act Standard of 3 acres of park space per 1,000 residents, Wasco has a park deficit of 6.85 acres. Going by the requirement in the 2002 General Plan for 6 acres per 1,000 residents, the City has a park deficit of 69 acres.

## Q. Land Use/Zoning Consistency

Zoning is legally required to be consistent with General Plan land use designations. In order to demonstrate this consistency General Plans typically set out a consistency or correspondence table depicting which zoning districts are considered to be consistent with the General Plan land use designations. Table 3.2 shows consistency between the General Plan and Zoning Ordinance.

**Table 3.2 Determination of Zoning Consistency for Wasco General Plan Use Categories**

<b>General Plan Land Use Category</b>	<b>Consistent Zoning Designation</b>
<b>Rural Residential</b>	R-R Rural Residential A-L Limited Agriculture
<b>Estate Residential</b>	R-R Rural Residential R-E Residential Estate R-1-10 Single Family Residential: 10,00
<b>Low Density Residential</b>	R-1-8 Single Family Residential: 8,000 R-1-6 Single Family Residential: 6,000
<b>Medium Density Residential</b>	R-2 Medium Density Residential
<b>High Density Residential</b>	R-3 High Density Residential
<b>Neighborhood Commercial</b>	C-N Neighborhood Commercial P-O Professional Office
<b>Community Retail Commercial</b>	C-R Commercial Retail P-O Professional Office P-F Public Facilities
<b>Highway Commercial</b>	C-H Highway Commercial
<b>Service Commercial</b>	C-S Service Commercial P-F Public Facilities
<b>Central Business District Commercial</b>	C-D Central District P-O Professional Office
<b>Professional Office</b>	P-O Professional Office
<b>Agriculture</b>	A-E Exclusive Agriculture A-L Limited Agriculture
<b>Light Industrial</b>	I-L Light Industrial P-F Public Facilities
<b>Heavy Industrial</b>	I-H Heavy Industrial P-F Public Facilities
<b>Public and Institutional</b>	P-F Public Facilities O-S Parks Recreation & Open Space
<b>Open Space/Parks</b>	O-S Parks Recreation & Open Space

The OPR Guidelines (2003) require consistency between elements of the General Plan (internal consistency) and between land use planning as specified in the General Plan and implementation tools as specified, for instance, in zoning. The following excerpts identify these requirements:

#### *Internal Consistency*

The OPR Guidelines require that “the general plan and elements and parts thereof comprise an integrated, internally consistent and compatible statement of policies for the adopting agency” (§65300.5; OPR, 2003, p12). The concept of internal consistency requires that there are no policy conflicts in either text or diagrams between the components of a general plan. This means that different policies in the various elements must be balanced and, where necessary, reconciled within the plan. This idea was introduced under General Plan Requirements in Chapter 1.

#### *Implementation Consistency*

“Counties, general law cities, and charter cities with populations of more than two million are required to maintain consistency between their zoning ordinance and their adopted general plan (§65860). Charter cities with populations under two million are not subject to this mandate but may choose to enact their own code requirements for consistency (§65803 and §65860; OPR, 2003, p164). Where the consistency requirement applies, every zoning action, such as the adoption of new zoning ordinance text or the amendment of a zoning ordinance map, must be consistent with the general plan . . . .

When a general plan amendment makes the zoning inconsistent, the zoning must be changed to re-establish consistency “within a reasonable time” (§65860(c)). According to the California Supreme Court, “[t]he Planning and Zoning Law does not contemplate that general plans will be amended to conform to zoning ordinances. The tail does not wag the dog.” (Leshar Communications vs. City of Walnut Creek, supra).

State law does not prescribe what constitutes “a reasonable time” for reconciling the zoning ordinance with the general plan. OPR suggests that when possible, general plan amendments and necessary related zoning changes be heard concurrently (§65862). When concurrent hearings are not feasible, OPR suggests the following time periods:

- For minor general plan amendments (those involving a relatively small area), six months.
- For extensive amendments to the general plan (such as a revision that results in the inconsistency of large areas), two years.”

Zoning consistency may be achieved in three parts: uses and standards, spatial patterns, and timing.

## **R. Airport Land Use Compatibility**

The OPR Guidelines also require that the land use element be consistent with airport land use compatibility plans where applicable (§ 65302.3). According to the California Airport Land Use Planning Handbook (2011), airport land use compatibility is the reconciliation of how land development and airports function together. “Airport compatible land uses are defined as those uses that can coexist with a nearby airport without either constraining the safe and efficient operation of the airport or exposing people living or working nearby to unacceptable levels of noise or (safety) hazards. Compatibility concerns include any airport impact that adversely affects the livability of surrounding communities, as well as any community characteristic that can adversely affect the viability of an airport (Planning Advisory Service (PAS) Report Number 562. 2010, p. 39)”.

According to the Handbook, incompatible development near an airport can lead to a politically contentious relationship between an airport and the communities around it, resulting in complaints and demands for restrictions on airport operations, ultimately threatening the airport’s ability to operate efficiently and serve its function in the local economy. For these reasons, the OPR guidelines require that

airport land use compatibility plans, where appropriate, should also be consistent with the general plan. In addition to consistency between plans, general plans must also be consistent with airport land use compatibility plans in specified regions, unless overridden by a two thirds vote of the local government, pursuant to Public Utilities Code §21676.

## ***Summary of Land Use Changes***

---

This section outlines changes in the allocation of land to various use categories under the 2040 General Plan in comparison with designations in the 2002 General Plan.

A majority of the proposed new developments and land uses are to occur on vacant or underutilized land. The Preferred Growth Scenario would concentrate new development in six designated areas of growth. These areas were chosen because of the community's desire to contain growth within City limits. The locations for growth include: areas with limited available amenities; available vacant land for development; and already approved projects.

It is noteworthy that the most noticeable change between the previous (2002) and the proposed 2040 Plan is expansion in space for agriculture as a result of focusing development in growth areas. Other gains relate to growth in space for highway and service commercial uses in response to community aspirations for jobs, shopping opportunities, and opportunities for increased revenue.

It is also noteworthy that the rather high population projection and attendant space needs for housing are accommodated mainly within City limits. Consistent with the attempt at more contained development, high density residential use would see a slight growth in acreage within City limits even though total residential acreage is reduced.

In the SOI outside City limits, there is projected to be loss of "open space" or vacant residential lands in favor of agriculture. As described in the details on the preferred scenario, some of the "open space" loss in the SOI is actually a swap with similar land within the City to enable contiguous urban development in accordance with the development goals of the 2040 General Plan.

## ***Holding Capacity***

---

Holding capacity, also termed buildout capacity refers to development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations. For a given piece of land therefore, the holding capacity is the maximum development that is possible under a specified density or intensity designation. Holding capacity can change if the specified intensity of development changes. The holding capacities determined in Table 3.3 are based on the densities and intensities specified in Table 3.2. The City has room to accommodate a maximum of 13,960 housing units compared to the projected need of 10,500 dwelling units by 2040. This shows room to accommodate growth beyond 2040.

**Table 3.3 Wasco General Plan Holding Capacity**

<b>Holding Capacities within City Limits</b>					
<b>Land Use</b>	<b>Acres</b>	<b>Max Density</b>	<b>Max FAR</b>	<b>Capacity (DU)</b>	<b>Capacity (1000s GSF)</b>
Agriculture	790		0.05		1,721
Commercial Office	22		0.6		583
Commercial Retail	413		0.5		9,002
Commercial Service	53		0.5		1,153
Industrial	855		1.5		55,847
Open Space	51		0.1		221
Public Facilities	1,664		1		72,484
Low Density Residential	1,433	7.5		10,751	
Medium Density Residential	135	15		2,018	
High Density Residential	50	24		1,191	
<b>Total</b>	<b>5,466</b>			<b>13,960</b>	<b>141,012</b>
<b>Holding Capacities within Total Sphere including City Limits</b>					
<b>Land Use</b>	<b>Acres</b>	<b>Max Density</b>	<b>Max FAR</b>	<b>Capacity (DU)</b>	<b>Capacity (1000s GSF)</b>
Agriculture	5,175		0.05		11,270
Commercial Office	22		0.6		583
Commercial Retail	431		0.5		9,398
Commercial Service	63		0.5		1,364
Industrial	1,111		1.5		72,615
Open Space	52		0.1		226
Public Facilities	1,825		1		79,508
Low Density Residential	2,624	7.5		13,452	
Medium Density Residential	135	15		2,247	
High Density Residential	50	24		1,993	
<b>Total</b>	<b>11,487</b>			<b>17,692</b>	<b>174,965</b>

# ***Land Use Goals, Policies and Implementation Actions***

---

## **GOALS**

### **LU GOAL 1**

Preservation of the City's small town character, neighborhood quality, and long-term economic vitality of the community

### **LU GOAL 2**

A logical, orderly development pattern that matches the City's ability to provide services

### **LU GOAL 3.**

A thriving historic Downtown that is the symbolic and functional center of the City's business, professional, governmental and social activities

### **LU GOAL 4.**

High-quality choices in housing types and densities in a variety of neighborhoods where residents can fulfill their varied individual housing needs

### **LU GOAL 5.**

High-quality commercial and industrial development in the City that provides for the service needs and job opportunities of the residents

### **LU GOAL 6.**

Viability of the agricultural lands surrounding the City are preserved and protected while allowing for the planned growth within the City's Sphere of Influence

The following policies and actions are intended to implement these goals:

## **POLICIES AND ACTIONS**

### **I. OVERALL CITY DEVELOPMENT POLICIES**

#### **LU POLICY 1**

The City shall encourage development that preserves and enhances the rural small town character and neighborhood quality that makes Wasco a special place.

##### *LU ACTION 1.1*

Establish city-wide design guidelines that define and preserve the small-town scale and rural character of Wasco.

##### *LU ACTION 1.2*

Review the Zoning Code and development application requirements and amend as necessary to ensure that new development will be consistent with community character and enhance functionality of the City.

#### **LU POLICY 2**

Fiscal impacts of development shall be considered to ensure that there are adequate resources for providing all required public facilities, infrastructure and services.

*LU ACTION 2.1*

Adopt appropriate development thresholds for submission of a Fiscal Impact Analysis, and determine standards and requirements for such an analysis. Based on established thresholds, projects with the potential for significant fiscal impacts shall be required to submit a Fiscal Impact Analysis as part of the planning application submittal.

**LU POLICY 3**

Encourage consistent and comprehensive planning for the city.

*LU ACTION 3.1*

Establish a periodic schedule to review and update as necessary the City's General Plan, General Plan Land Use Diagram, and Zoning Code.

*LU ACTION 3.2*

Following the adoption of the General Plan update, the City shall prepare revisions and/or amendments to the Zoning Code text to incorporate necessary General Plan implementation measures and ensure consistency between the General Plan and Zoning Code within the City.

*LU ACTION 3.3*

Following the adoption of the General Plan update, the City shall prepare rezoning actions for specific property Land Use designation changes incorporated in the General Plan update, to ensure consistency between the General Plan and zoning within the City.

**LU POLICY 5**

Require new development to pay its fair share of the cost of capital improvements and facilities needed to serve that development as well as city-wide improvements they contribute to the need for.

*LU ACTION 5.1*

New development approvals shall be required to construct necessary infrastructure to serve the project development and to pay fair-share impact fees based on adopted City infrastructure plans.

*LU ACTION 5.2*

Annually review and update the City's impact fee structure to make sure these fees are sufficient to cover planned infrastructure costs.

**LU POLICY 6**

Utilize land efficiently to maintain a compact development pattern, enhance walkability, and limit farmland conversion in areas outside the planned General Plan growth area.

*LU ACTION 6.1*

Amend the Zoning Code to allow density increases on infill sites that can accommodate the increases without having an adverse effect on adjacent properties.

*LU ACTION 6.2*

Develop infrastructure phasing plans as a means of directing new development to areas which are most efficiently served by existing infrastructure and/or infrastructure extensions.

**II. RESIDENTIAL LAND USE POLICIES**

**LU POLICY 7**

Protect the integrity, scale, cohesiveness and character of existing residential neighborhoods.

*LU ACTION 7.1*

Develop residential design guidelines to ensure that existing single family neighborhoods are protected from development that is incompatible in scale and character with the neighborhood.

*LU ACTION 7.2*

Continue to enforce code compliance measures and programs to maintain the character of existing residential neighborhoods.

**LU POLICY 8**

Employ a neighborhood-based growth strategy whereby new pedestrian-oriented neighborhoods, complete with schools, parks, a range of housing types, and neighborhood-serving commercial services, form the basic planning unit or “building block” for new residential growth.

*LU ACTION 8.1*

Use the Precise Development Plan or Specific Plan process to encourage creative design in new residential development.

*LU ACTION 8.2*

Strengthen the integrity and safety of neighborhoods by requiring circulation design that provides for pedestrian and bicycle connectivity, and discourages cut-through traffic and speeding.

*LU ACTION 8.3*

Develop residential design guidelines that discourage inwardly-focused walled neighborhoods.

**III. COMMERCIAL/INDUSTRIAL LAND USE POLICIES**

**LU POLICY 9**

Attract new businesses to the City that are compatible with the community character and improve the balance among commercial, office and industrial businesses so that the needs of Wasco residents are provided for without compromising the community character.

*LU ACTION 9.1*

Prepare and distribute marketing information to developers, business interests and commercial real estate brokers identifying the City’s economic development targets and available sites.

*LU ACTION 9.2*

Attend business development expositions and trade shows to promote economic development opportunities in Wasco.

*LU ACTION 9.3*

Zone sufficient parcels of land at a variety of sizes for commercial and industrial uses, develop infrastructure plans for the zoned parcels, and develop application processing information as part of the City’s economic development strategy.

*LU ACTION 9.4*

Develop design guidelines for neighborhood commercial development to ensure that such development has an appropriate scale and design character for its neighborhood setting.

**LU POLICY 10**

Work to retain and expand existing businesses within the City that are compatible with the community character and provide needed services and jobs for residents.

*LU ACTION 10.1*

Establish and implement a business visitation program to assess the local business climate and identify the unique needs of business owners in the City.

*LU ACTION 10.2*

Develop a design strategy to transform the Highway 46 retail corridor into a distinctive, attractive and efficient commercial area as the primary “window” to the community.

**LU POLICY 11**

Enhance the City’s historic Downtown core by creating an attractive and pedestrian-oriented area that reflects the City’s historic character while providing a mix of uses.

*LU ACTION 11.1*

Develop a streetscape and pedestrian access plan for downtown 7th Street that promotes a pedestrian-friendly, landscaped framework for business, shopping and social activities.

*LU ACTION 11.2*

Update the Historic Downtown District Overlay Plan to better define guidelines for identification and treatment of sites and buildings within the historic downtown to ensure that the conversion, re-use, or renovation of these structures does not destroy or significantly alter the character of the structures.

**LU POLICY 12**

Promote local job growth by maintaining an adequate supply of developable land for job-creating high quality industrial and manufacturing businesses.

*LU ACTION 12.1*

Prepare a conceptual plan for circulation and parcel division to accommodate a variety of industrial lot sizes within the industrially designated area east of J Street.

*LU ACTION 12.2*

Develop a backbone infrastructure master plan to serve the industrially zoned area east of J Street.

**LU POLICY 13**

New residential development adjacent to agricultural land use shall recognize the right of agricultural operations to exist and continue to operate in proximity to the residential development.

*LU ACTION 13.1*

The City shall continue to enforce its Right to Farm ordinance.

## CHAPTER 4. CIRCULATION ELEMENT

### *Introduction*

---

The Circulation Element focuses on the transportation infrastructure used to transport people and goods throughout the City, region, and beyond. The goals, policies, and actions were developed from a thorough review of the existing conditions to help inform future transportation and land use decisions. The Circulation Element provides a comprehensive overview of community characteristics in terms of roadways, railway facilities, aviation, parking, truck routes, bus transit services, non-motorized facilities, transportation demand and systems management, pavement management, and traffic safety within the City of Wasco.

Residents with access to at least one vehicle make up 96 percent of the total population in Wasco and a majority of the population, 73 percent of residents, drive alone to work. Eighteen percent of resident's carpool, 7 percent use taxicab, motorcycle or other means, 1 percent walk, and 0.4 percent work from home. The City of Wasco has a higher percentage of workers commuting by carpool or taxicab, motorcycle, or other means when compared to Kern County and the State of California, and a lower percentage commuting by public transportation, walking, and bicycling, or not commuting at all.

Two major highways intersect the City of Wasco. These highways, State Route 43 (SR 43) and State Route 46 (SR 46), connect Wasco to other California regions. The transportation network includes highways, arterials, and local roads. The roadways provide major access for freight trucks and passenger vehicles to surrounding cities, local destinations, schools, recreational sites, and residential areas. The City of Wasco is served by Kern County's regional transit with two fixed routes through the City with service between Lost Hills and Bakersfield. The City is also served by one Amtrak intercity passenger rail station.

The goal of this plan is to address the circulation needs by establishing connectivity throughout the City, reducing auto dependency, enhancing safety for all users, and increasing the quality of the transportation infrastructure. The Preferred Growth Scenario maintains the link between transportation and land use by emphasizing a well-connected multi-modal transportation system. It is recommended that the City prioritizes road, bike, and pedestrian infrastructure improvements.

### **A. Purpose and Requirements**

The Circulation Element is one of the seven mandatory elements of the General Plan, according to Government Code §65302. State statute requires the Element to address major thoroughfares, transportation routes, terminals, and other local public utilities and facilities. Additionally, the statute requires the Circulation Element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways. In order to implement this requirement, the Element must provide the framework for planning, designing, and building of complete streets as mandated by the California Complete Street Act (AB1358) of 2008.

Circulation is an integral part of a vibrant city. To promote an economically viable community, transportation needs to be connected and efficient. The Circulation Element must be closely related to the Land Use Element, as land use and circulation planning must be coordinated together, as mandated by State statute. Land use patterns can have a significant impact on the effectiveness of a multimodal transportation network since trip distance is a determinant of whether bicyclists, pedestrians, and transit users can reach a given destination. As also mandated by SB 375, cities must plan for how their land use and transportation networks will address greenhouse gases.

The Circulation Element is also an integral aspect of the Health, Safety and Air Quality Elements. Multimodal transportation and land use networks complement each other and can promote active modes of transportation, which significantly helps to increase physical activity rates and decrease obesity.

Further, multimodal transportation networks referencing and using complete streets practices can create safer travel facilities for all roadway users. Designing streets and travel routes that consider safe travel for all modes can reduce occurrence and severity of vehicular collisions with pedestrians and bicyclists.

## ***Background and Setting***

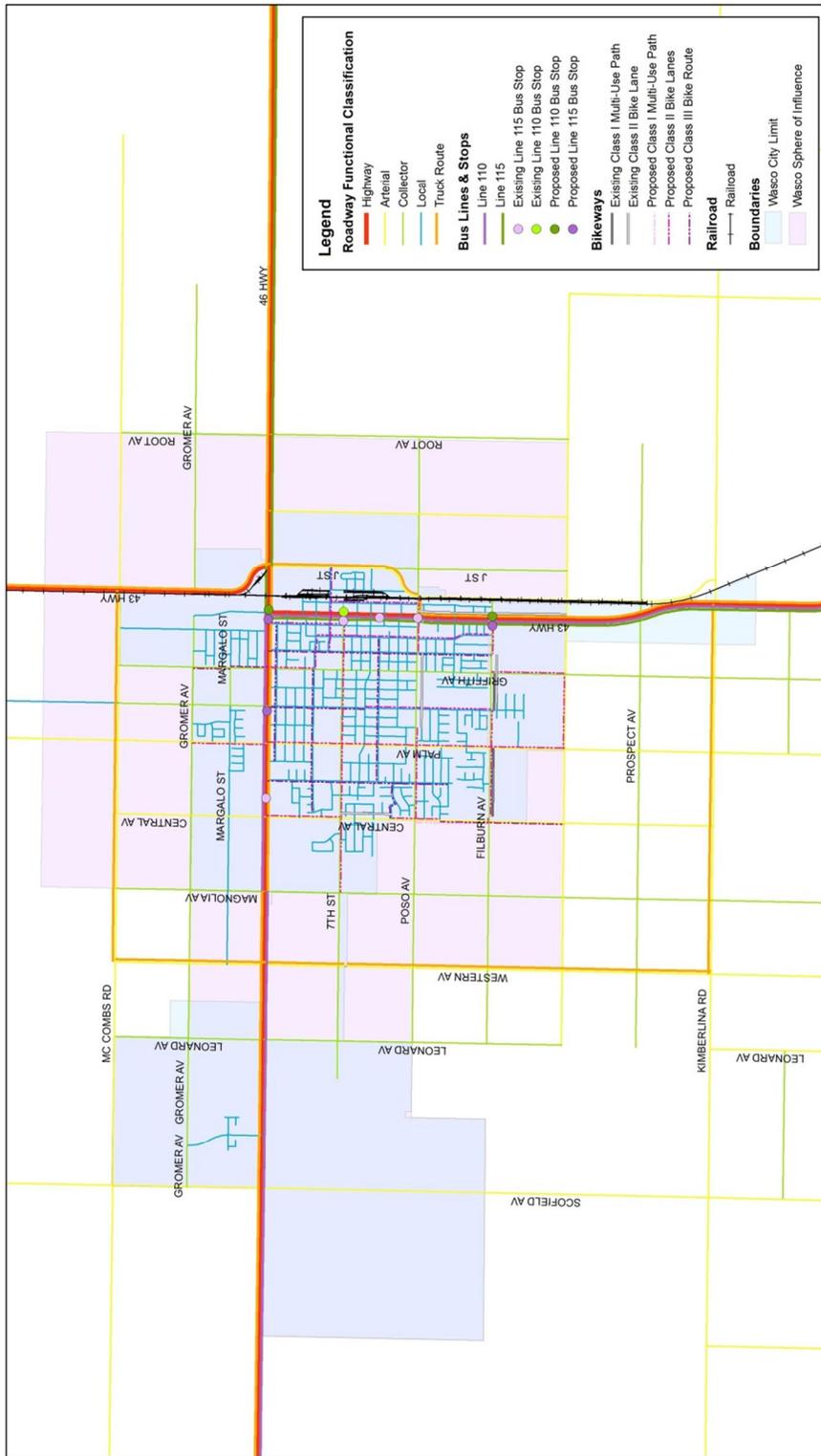
---

### **A. Street Classifications**

The Federal Highway Administration mandates the use of the federal classification system by encouraging local communities, like the City of Wasco, to develop their roadway classification systems. Categorizing streets through functional classification informs the design of facilities. Map 4.1 identifies the hierarchy of roadways in Wasco. Common classifications are:

- **Freeways.** Freeways are operated and maintained by the California Department of Transportation (Caltrans). These facilities are designed as high-volume, high-speed facilities for inter-city and regional traffic. Access to these facilities is limited. The nearest freeways are Interstate 5 (I-5), which is 14 miles west of the City of Wasco and SR 99 which is 6 miles east of the City,
- **State Highways.** State highways are high-speed facilities that are maintained by Caltrans and serve mainly inter-regional travel. SR 43 and SR 46 bisect the City of Wasco. SR 46 is currently a two-lane conventional highway with no passing lanes that runs east-west. SR 43 runs north-south and contains numerous segments of two-lane conventional highway and becomes a four-lane divided highway between Wasco and Shafter.
- **Arterials.** Arterials are the principal network for through-traffic within a community and between communities. Arterials have between two and six traffic lanes and provide connections between residential and shopping areas, places of employment, recreational areas, and other places of assembly. SR 43 and SR 46 serve the arterial function in Wasco.
- **Collectors.** Collectors “collect” traffic from local roads and connect traffic to arterial roadways. Collector routes are typically shorter than arterial routes, but longer than local roads. These often provide traffic circulation within residential neighborhoods as well as commercial, industrial, and civic districts. Major grid streets like Palm Avenue, Poso Avenue and 7<sup>th</sup> Street provide the collector function in Wasco.
- **Local.** Local roads are two-lane streets that provide local access and service and are maintained by the local jurisdiction. They include residential, commercial, industrial, and rural streets. Most streets in the City of Wasco provide the function of local roads.

# Map 4.1 Roadway Functional Classification Map



## Circulation Element Map



Source: Kern County GIS, Cal Poly Land Use Inventory

Document Path: C:\Users\iscolera\Desktop\Circulation Element Map\Circulation Element Map.mxd

## B. Level of Service

Level of service (LOS) describes the operating conditions a typical user experiences in a transportation system. LOS is a measure of flow of traffic relative to the geometrics and capacity of the type of transportation system in question. LOS is defined in categories ranging from A to F. “A” represents the best traffic flow, and “F” represents the worst flow as shown in Table 4.1:

**Table 4.1 General Descriptions of LOS**

Level of Service	General Operating Conditions
A	Free flow with low volumes and high speeds.
B	Reasonably free flow, but speeds beginning to be restricted by traffic.
C	In stable flow zone, but most drivers are restricted in the freedom to select their own speeds.
D	Approaching unstable flow; drivers have littler freedom to select their own speeds.
E	Unstable flow; may be short stoppages
F	Unacceptable congestion; stop and go; forced flow.

The American Association of State Highway and Transportation Officials (AASHTO) prescribes, as appropriate, LOS levels for road classifications in a rural setting. These are applicable to the City of Wasco’s roadway network and are shown in Table 4.2.

**Table 4.2 Rural Level of Service Standards**

Functional Class	Rural Level of Service
Freeway	B
Arterial	B
Collector	C
Local	D

The current LOS for the two-lane highway section of SR 46 is D and is projected to range between D and E. In Wasco, the width of SR 46’s segment at 108 feet would enable widening to a four-lane conventional highway to accommodate traffic growth.

## C. Existing Road Network

The City’s roadway system consists of a well-established grid network with some limitations. Sidewalks are not consistently provided for pedestrians, and other parts of the city are less connected. There are few traffic signals in Wasco, with most signalized controls located along SR 46.

## **ARTERIALS – 110’ ROW, 4 LANES WITH MEDIAN**

SR 43 and SR 46 are the major regional thoroughfares in Wasco. They connect the community to nearby cities including Bakersfield. They are State Highways for intercity travel, but also provide the function of arterials to the City of Wasco. SR 43 is a 4-lane facility from Kimberlina Road to Poso Avenue, North of Poso SR 43 becomes F Street and functions as a collector with one lane in each direction and a two-way left turn lane to Highway 46. After intersecting with SR 46, SR 43 becomes Wasco-Pond Road – Central Valley Highway.

According to federal standards, one lane of an arterial should be 11 to 12 feet in width. The City of Wasco lists an arterial as having a half road travel lane width of 29 feet, making each lane 11 feet wide with a 7-foot-wide parking lane. California recommends National Association of City Transportation Officials (NACTO) standards, which suggest that median refuge islands measure a minimum width of six feet. Wasco’s median is quite generous, providing 16-foot wide medians. Some arterials in the City of Wasco have 110-foot wide rights-of-way, well over the federally recommended 80-foot arterials in rural areas. Arterials include McCombs Ave., Filburn Ave., Central Ave., Western Ave., SR 46, Scofield Avenue, Palm Avenue north of SR 46, Kimberlina Road, and J Street between Poso and SR 46.

## **COLLECTORS – 86’ TO 96’ ROW, 2 TO 4 LANES**

The collectors in the City of Wasco include Poso Ave., Palm Ave., south of SR 46, Gromer Ave., Magnolia Ave., Jackson Avenue, Griffith Avenue, Wasco Avenue / J Street south of Poso, and 7<sup>th</sup> Street. These streets are generally one wide lane in each direction with on-street parking. Two-way left turn lanes are present intermittently.

Federal standards recommend 10 to 12 feet lane widths for collectors. The City of Wasco notes that its collector lanes measure at 11 feet in width.

## **MINOR COLLECTORS/LOCAL STREETS – 58’ TO 60’ ROW, 2 LANES**

These streets are two lane minor collectors that provide direct access within neighborhood areas. They function as both minor collectors and local streets.

Federal standards recommend 9 to 12-foot wide lanes. According to the City of Wasco, its local streets travel lanes vary between 10 to 12 feet in width.

## **D. Truck Routes and Rail Corridor**

### **TRUCK ROUTES**

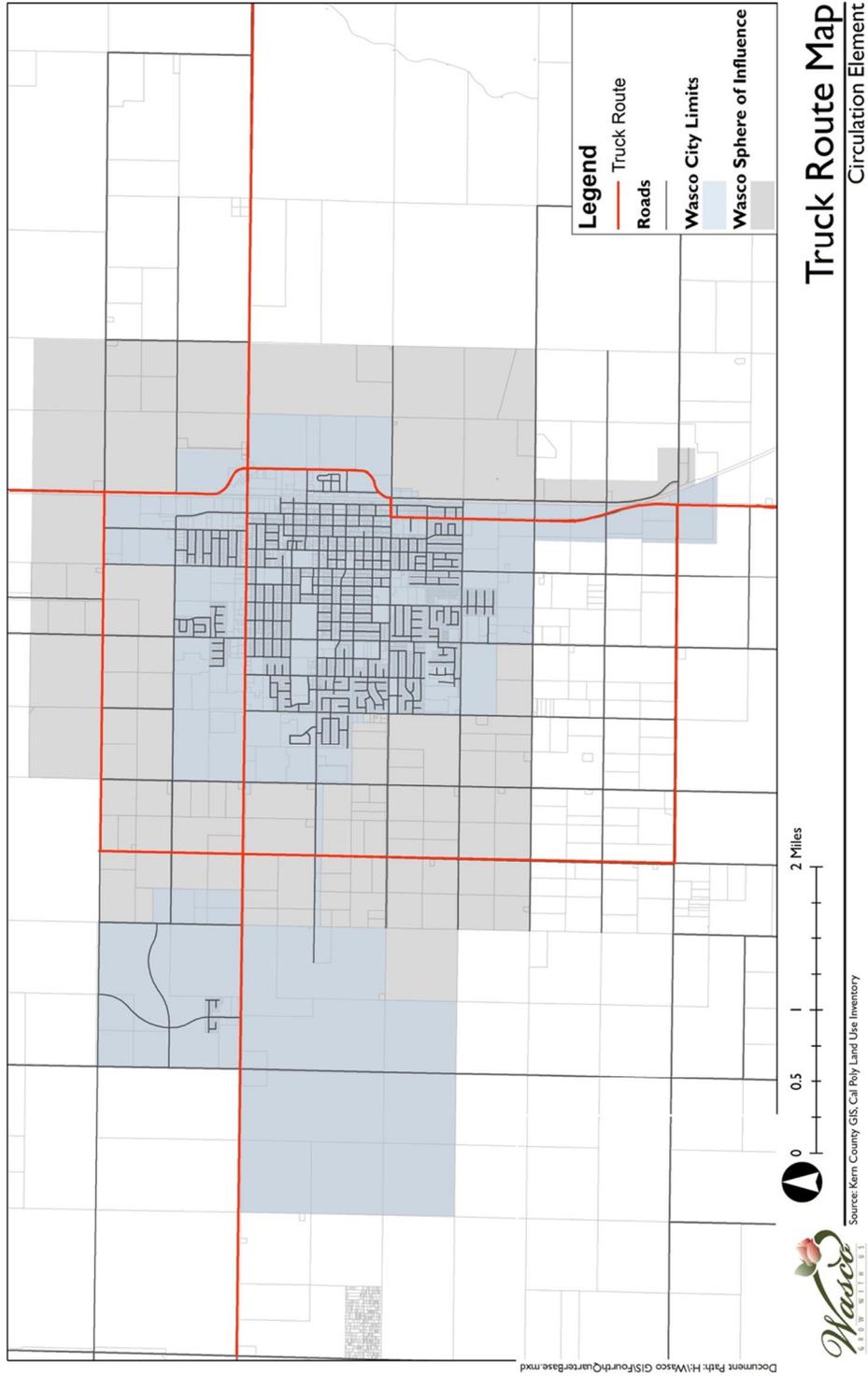
This section defines the designated truck routes that pass through the City of Wasco. The City of Wasco has designated the following as truck routes:

- McCombs Road from SR 43 to Western Ave.
- SR 43 from Kimberlina Avenue to Poso Drive
- Poso Drive east to J Street
- J Street north to SR 46
- Central Valley Highway north from SR 46 to city limits
- SR 46 from the easternmost city limit to the westernmost city limit
- Western Ave. from McCombs to Kimberlina

Truck routes, SR 46 and SR 43, are under the jurisdiction of the California Department of Transportation. According to Caltrans, truck traffic is reported at the beginning and end of the State Route. On SR 46, 31

to 32 percent of all traffic is comprised of trucks, while 24 to 28 percent of all traffic is comprised of trucks with more than two axels. Map 4.2 shows the truck routes in Wasco.

# Map 4.2 Truck Route Map



## RAIL CORRIDOR

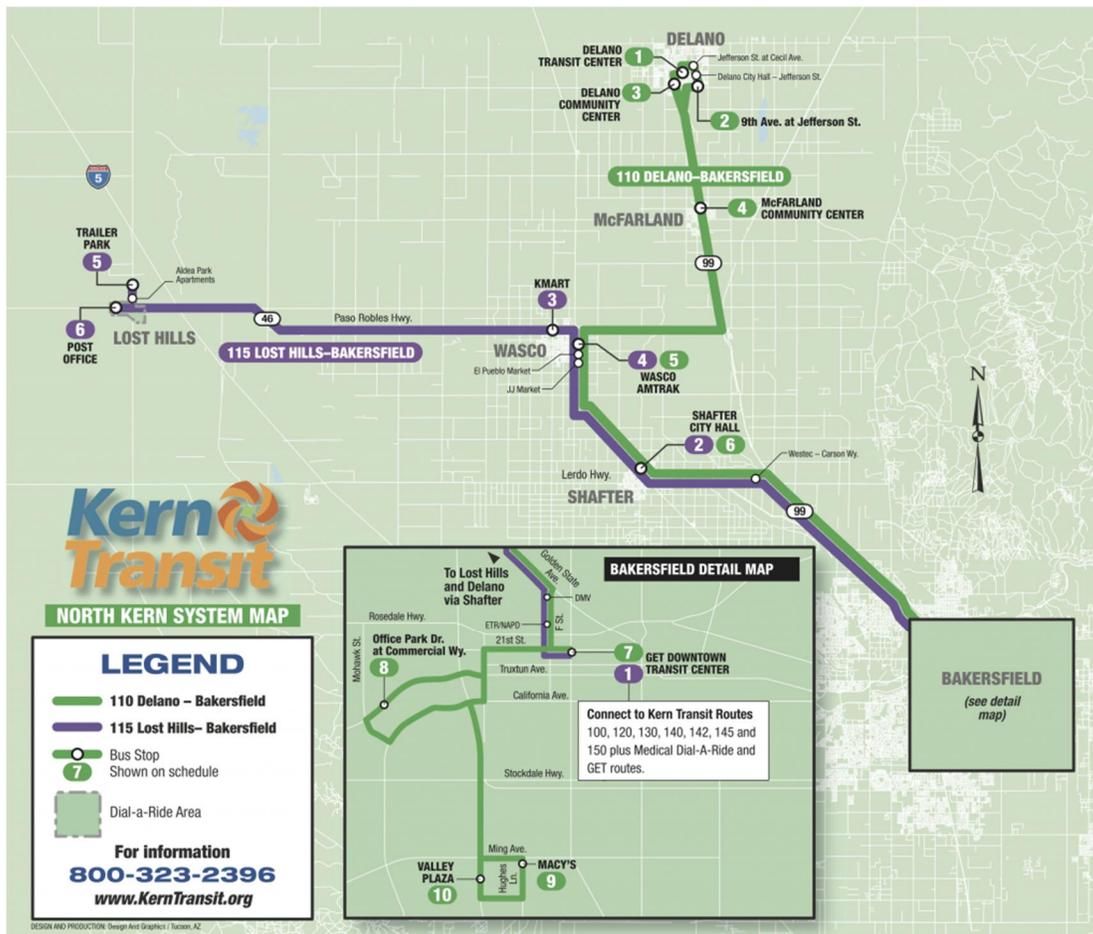
This section defines the existing railway facilities that pass through the City of Wasco. In 1897, the Santa Fe Railroad laid tracks through the area. The railroad tracks traverse the eastern part of the City in a north-south direction parallel to SR 43. This remains a key freight rail corridor through the Central Valley of California shipping out products and bringing in supplies.

Sharing rail infrastructure in this corridor with freight, the City of Wasco is served by one Amtrak station, located at 7th St. and G St. Approximately 50,000 riders use the rail system, with revenues estimated to be \$500,000. The station is owned and maintained by the City, but is operated by the California Department of Transportation. As of 2012, the City experienced an average of 3 minutes in delay.

## E. Public Transit

This section defines the public transit services and facilities located within or provided to the City of Wasco. The City of Wasco is served by Kern County's regional transit system. Kern County administers a passenger bus service between the rural communities of the County. There are 17 fixed transit routes; one route offers service between Lost Hills and Bakersfield and another offers service between Bakersfield and Delano via Wasco. Dial-A-Ride (DAR) service is also available in most communities including Wasco. The latest public hearing took place on February 11, 2014, where there were no complaints or comments filed. Thus, the Resolution #08-14 was adopted in that no testimony was put forward of any unmet transit needs. Error! Reference source not found.3 shows the transit routes, which serve the City of Wasco.

**Map 4.3 Area Transit Map**



## F. Rail/High Speed Rail

The proposed California High-Speed Rail is planned to parallel the existing railroad corridor for freight and Amtrak lines. It will be located along the west side of the BNSF ROW, however there will be no opportunity for a station within the City. When operational, City residents can access the high-speed rail service in the neighboring cities of Bakersfield and Fresno.

## G. Bicycle and Pedestrian Circulation

This section identifies existing bicycle and pedestrian infrastructure in the City of Wasco. The land use inventory identified the existence and conditions of sidewalks and biking infrastructure throughout the City.

### BICYCLE INFRASTRUCTURE

Bicycle facilities in the City of Wasco are defined according to the following classes:

- Class I Bikeway: Multi-use paths provide for bicycle and pedestrian travel on a paved right-of-way path completely separated from roadways (Bicycle Master Plan, 2014). These facilities are typically used by recreational bicyclists. Commuting bicyclists also use Class I facilities that provide access to work or school.
- Class II Bikeway: Bicycle lanes provide a signed, striped, and stenciled lane for one-way travel on a roadway. These facilities are typically used by commuting bicyclists and bicycle enthusiasts. Recreational bicyclists will also use Class II facilities if traffic speeds and volumes are relatively low. Class II bicycle lanes are often recommended on roadways with moderate traffic volumes and speeds where separation from motorists can increase the comfort of bicyclists.
- Class III Bikeway: Bicycle routes provide for shared roadway use and are generally identified only by markings and signs. These facilities may have a wide travel lane or shoulder that allow for parallel travel with motorists. A network of Class III bicycle routes provides low-traffic alternatives where bicyclists are sufficiently comfortable not to desire formal separation from motor vehicle traffic.

There are two existing Class I multi-use paths in the City of Wasco. Located on the north side of Filburn Avenue, one connects Griffith Avenue and Poplar Avenue, and the other starts at Palm Avenue, heads west, and stops just short of Central Avenue.

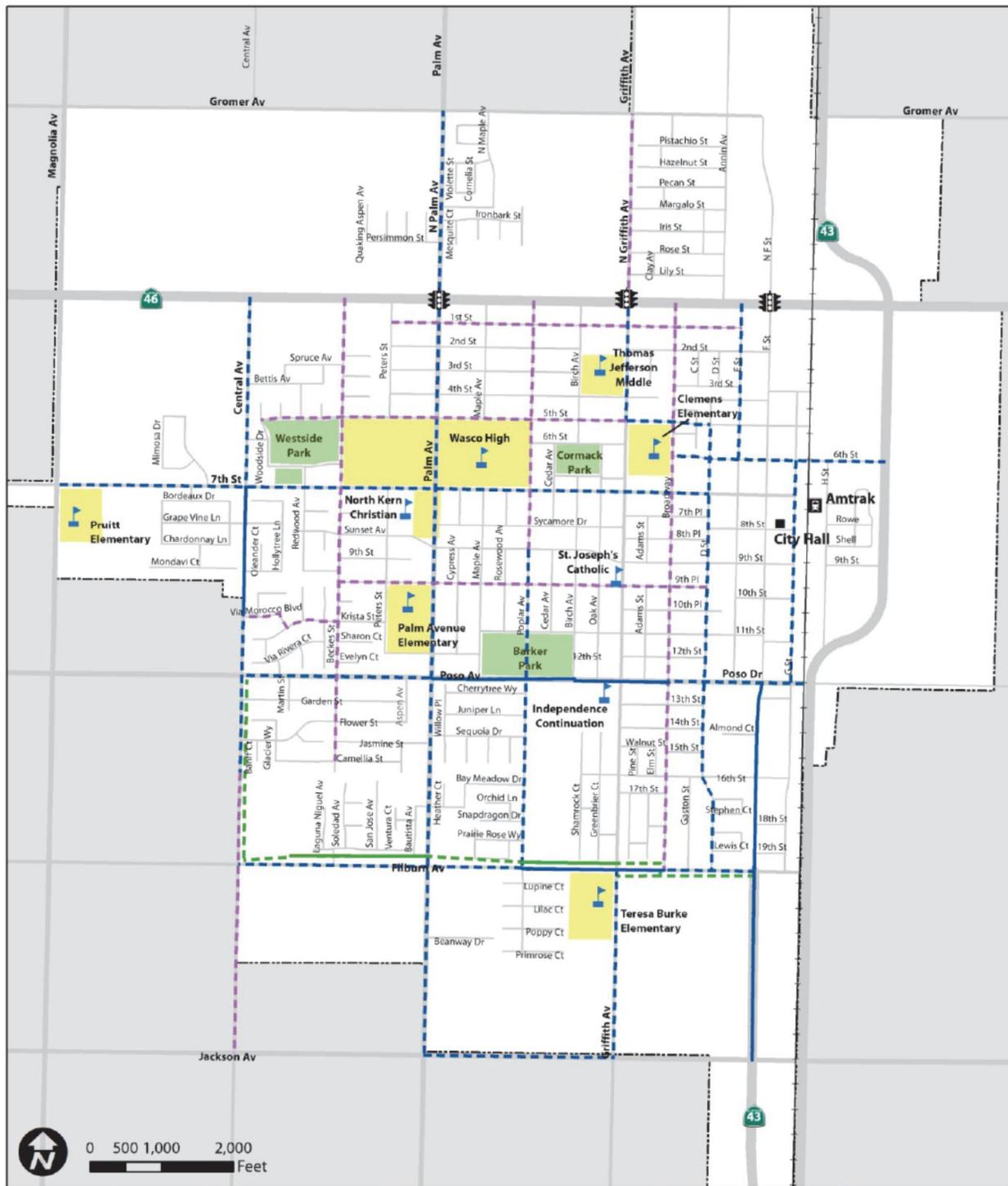
There are four existing Class II bike lanes within the City; they are:

- Poso Drive / Palm Avenue to Broadway
- North of Filburn Street / Poplar Avenue to Broadway
- SR 43 south of Poso Drive
- Central Avenue south of 7th Street

Map 4.4 shows proposed bicycle infrastructure under the 2014 Bicycle Master Plan together with the existing Class I multi-use paths and Class II bike lanes accompanied by traffic signals, bike parking, stop signs, school locations, commercial zones, and parks.

End-of-trip bicycle facilities refer to accessible bike parking such as conveniently-located bicycle racks, bike lockers, or bike cages, and may also include storage lockers for personal items, showers, and toilets. A field survey conducted as part of the Wasco Bicycle Master Plan (2014) found bicycle racks at schools, downtown in pedestrian alleys, at the Kern County Library, and at Carl's Jr.

Map 4.4 Existing and Planned Bicycle Facilities



**Existing and Proposed Bikeways**

Wasco Bicycle Master Plan

 Class I Multi-use Paths	 Class I Multi-use Paths	 School Grounds
 Class II Bike Lanes	 Class II Bike Lanes	 Parks
 Class III Bike Routes		 Schools



# ***Circulation Goals, Policies and Implementation Actions***

---

## **GOALS**

### **CL GOAL 1**

A safe, efficient and well maintained transportation network for all users

### **CL GOAL 2**

An integrated multimodal transportation network that emphasizes complete streets and alternative modes of transportation for all users

The following policies and actions are intended to implement these goals:

## **POLICIES AND ACTIONS**

### **CL POLICY 1**

Provide and implement plans and design standards for a safe and efficient multimodal transportation network.

#### *CL ACTION 1.1*

Implement the City's street network plan set forth in Map 4.3 by requiring all new streets and extensions of existing streets to be constructed in accordance with this plan.

#### *CL ACTION 1.2*

Maintain and adopt design standards for all roadway classifications identified in the street network plan in accordance with the following guidelines:

Arterials (110' right-of-way) are continuous divided streets intended to provide for the efficient movement of through traffic. Arterials should be designed with few intersections. Direct access to abutting properties should be limited, except for large commercial or industrial uses where access lines up with streets across the arterial, and where consistent with minimizing breaks in through traffic movement. Arterials should not penetrate residential neighborhoods. To the greatest extent possible, Arterial street facilities shall include Class 1 multi-use bicycle / pedestrian paths. At a minimum, all arterial street facilities shall include ADA compliant sidewalks, curb ramps and Class 2 bicycle lanes.

Collectors (84' – 96' right-of-way) are continuous streets intended to collect and distribute traffic from local streets onto arterials. Depending upon the volume of traffic, the collectors will need to carry, collectors can be two lane roadways with an 84' right-of-way, up to a four-lane divided roadway with a painted median and a 96' right-of-way. Only two-lane collectors should be permitted to penetrate into residential neighborhoods. To the greatest extent possible, all collector street facilities shall include Class 2 bicycle lanes. At a minimum all collector street facilities shall include ADA compliant sidewalks and curb ramps.

Minor Collector / Local Streets (58' -60' right-of-way) provide access to abutting properties and are designed to discourage through traffic within residential neighborhoods. Within residential neighborhoods, local streets will have 60' rights-of-way, depending upon the amount of traffic the road is intended to accommodate. Where appropriate, through local streets shall be designated as Class 3 bicycle routes. At a minimum, all local street facilities shall include ADA compliant sidewalks and curb ramps.

*CL ACTION 1.3*

A Level of Service “C” is established for the City except in the Historic Downtown Overlay District and 7th Street from Palm Avenue to F Street where a Level of Service “D” is acceptable due to existing land uses.

*CL ACTION 1.4*

Adopt and maintain plans addressing bicycle and pedestrian facilities as part of a multimodal, complete street transportation network.

*CL ACTION 1.5*

Identify and seek financing opportunities for construction of bicycle, pedestrian and other active transportation facilities.

*CL ACTION 1.6*

Where security walls or fences are proposed for residential development along Arterial or Collector streets, require pedestrian access be provided between the Arterial or Collector and the subdivision to allow for more direct pedestrian connections and access to transit vehicles operating on arterial and collector streets.

**CL POLICY 2**

Maintain and improve existing circulation and transportation facilities.

*CL ACTION 2.1*

Prepare and implement a five-year Capital Improvement Program prioritizing construction and maintenance for all transportation facilities.

*CL ACTION 2.2*

Seek to use low maintenance, environmentally sustainable materials wherever possible.

*CL ACTION 2.3*

Existing street improvement projects shall be reviewed to determine if possible redesign for inclusion of multi-modal facilities is feasible.

**CL POLICY 3**

New development projects shall be required to mitigate their impacts and to pay their fair share of city-wide traffic improvements they contribute to the need for.

*CL ACTION 3.1*

New development approvals shall require the construction of necessary transportation infrastructure to maintain sufficient levels of service consistent with the city-wide transportation plan incorporated in this Element.

*CL ACTION 3.2*

Annually update the fee structure and continue to implement the City’s traffic impact fee program.

**CL POLICY 4**

Encourage the use of transportation alternatives that reduce the use of personal vehicles.

*CL ACTION 4.1*

Incorporate transit-ready design in project review such as carpool and vanpool parking, bus turnouts, and pedestrian-friendly design features to promote use of transportation alternatives.

*CL ACTION 4.2*

Where applicable, require new development to construct bicycle facilities in accordance with the bicycle network plan set forth in Map 4.3.

*CL ACTION 4.3*

Meet with Kern Regional Transit to review the appropriateness of existing bus stops and possible addition of new bus stops.

*CL ACTION 4.4*

Continue to support the retention of rail facilities at the City's Amtrak station to help meet regional transportation needs.

[This page intentionally left blank]

# CHAPTER 5. CONSERVATION, OPEN SPACE & RECREATION ELEMENT

## *Introduction*

---

Conservation and Open Space are required elements in a General Plan. Both elements are combined at the City's discretion for convenience. This Conservation, Open Space and Recreation Element presents information on the protection, utilization and management of natural resources. The element also covers parks, open space for recreation, and open space for resource management within the City of Wasco.

### **A. Purpose and Requirements**

The purpose of the Conservation, Open Space, and Recreation Element is to protect, utilize and manage natural resources and open space within Wasco. Consistent with OPR Guidelines (2003), Conservation deals with the protection, utilization and management of such natural resources as water, forests, soils, rivers, harbors, fisheries, wildlife, minerals, cultural resources, and other natural resources. Open space deals with the preservation of natural resources, managed production of resources, outdoor recreation and space for public health and safety.

## *Background and Setting*

---

The City of Wasco currently meets city wide water needs through groundwater wells. As a result of drought conditions and the lowering of the water table, future supplies are a concern. Biological diversity in Wasco is minimal as a result of the amount of land converted to agricultural use. Mineral and geological resources are important to the City's economy. However, the extraction and use of these resources can have negative effects on biological resources in Kern County.

From two community meetings, and one outreach event, the primary concern expressed on the topic of natural resource conservation was water conservation. Community members expressed concern regarding the need to protect the City water supply. Additional topics covered within this element include the protection of biological diversity, agricultural lands, and energy efficiency within the City.

### **A. Existing Resources**

#### **PARKS INVENTORY**

The City of Wasco owns 31 acres of designated parks and open space. The Wasco Recreation and Parks District owns additional 24 acres and the Wasco School Districts owns about 50 additional acres. The two School Districts hold a significant portion of open space assets in Wasco, but most of these facilities are not available for public use, therefore the City's General Plan standard for parks has a deficit of 3.33 acres per 1,000 residents. In order for the City to meet its 6 acre per 1,000 resident standard, the City of Wasco needs an additional 69 acres of parkland. This deficit is addressed in this 2040 General Plan.

#### **WATER**

Groundwater provides the only water source for the City of Wasco. The City is located in the Kern County Subbasin, part of the Tulare Lake Basin. The Kern County Subbasin is located in Southern San Joaquin Valley and includes the Kern County Groundwater Subbasin. The Kern County Groundwater Subbasin is bordered by Kern, King, and Tulare Counties to the North, the Sierra Nevada and Tehachapi Mountains to the east and southeast, and the San Emigdio Mountains and Coast Ranges to the south and southwest. The groundwater is extracted from wells that are typically located 600 to 800 feet below the surface. The primary aquifers include alluvial sediments, as well as marine and continental sediments deeper in the

aquifer system. Groundwater extraction primarily serves as a supply for irrigation and municipal purposes. The City of Wasco extracts water from the Kern County Groundwater Subbasin, as its sole water source for the City. The Kern River is the primary groundwater recharge source. Artificial recharge also occurs at groundwater recharge facilities. Secondary recharge sources include return flows from agriculture and municipal irrigation, and infiltration from streams along the subbasin (United States Geologic Survey, 2013).

## B. Related Plans

### CITY OF WASCO URBAN GREENING, PARKS AND OPEN SPACE MASTER PLAN, 2014

The City of Wasco received an Urban Greening for Sustainable Communities Planning Grant from the State of California Natural Resources Agency Proposition 84. This grant funded the City of Wasco's Urban Greening, Parks & Open Space Master Plan that was adopted in 2014 and replaced the Wasco Recreation and Parks District Park Master Plan of 2005. This Master Plan will enable the City to consolidate and update its policies and standards relating to parks, greenbelts, open space, and water conservation. The Master Plan produces not only a set of goals, policies, and recommendations for the open space and parks in Wasco, but also sets recommended standards for the size of parks in the Wasco park system. Map 5.1 shows locations of existing and proposed parks under the Parks Master Plan, which is incorporated into this General Plan.

### Park Standards

The City of Wasco most recently updated park standards in the 2014 Parks and Open Space Master Plan (UGPOS). Table 5.1 is a summary of existing definitions and standards as well as existing park acreages under various categories. Three park categories are identified within City limits. Going by the standards in the 2014 Parks Master Plan, five of the parks have the sizes to qualify as "Community Parks" even though four of them are officially labeled as "Neighborhood Parks".

**Table 5.1 Existing Park Types Defined by the City and Parks District**

Existing Parks	Standards (acres per 1000 persons) & Total Acres	Park Type - City	Park Type - District
<b>Mini Park Standard</b>	<b>Urban Greening Master Plan - 0.5 to 2.5</b>		
<i>South Gate (15<sup>th</sup> St. Park)</i>	0.30	Mini	Mini
<i>7<sup>th</sup> St Park</i>	0.32	Mini	Mini
<i>Pecan Park</i>	1.26	Mini	Mini
<i>Skate Park</i>	2.04	Mini	Mini
<b>Neighborhood Park Standard</b>	<b>Urban Greening Master Plan - 2.5 to 5.0</b>		
<i>Cormack Park</i>	5.65	Neighborhood	-
<i>Barker</i>	8.62	Neighborhood	Neighborhood
<i>Recreation Ball Park</i>	8.84	Neighborhood	Neighborhood
<i>Annin Avenue Soccer Park</i>	9.62	Neighborhood	Neighborhood
<b>Community Park Standard</b>	<b>Urban Greening Master Plan - 5.0 to 20</b>		
<i>Westside Park</i>	14.04		Community

Source: Urban Greening, Parks and Open Space Master Plan (UGPOS), 2014. p 57 & pp 192 - 197

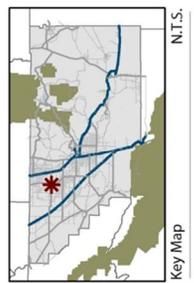
# Map 5.1 Existing and Planned Park Facilities



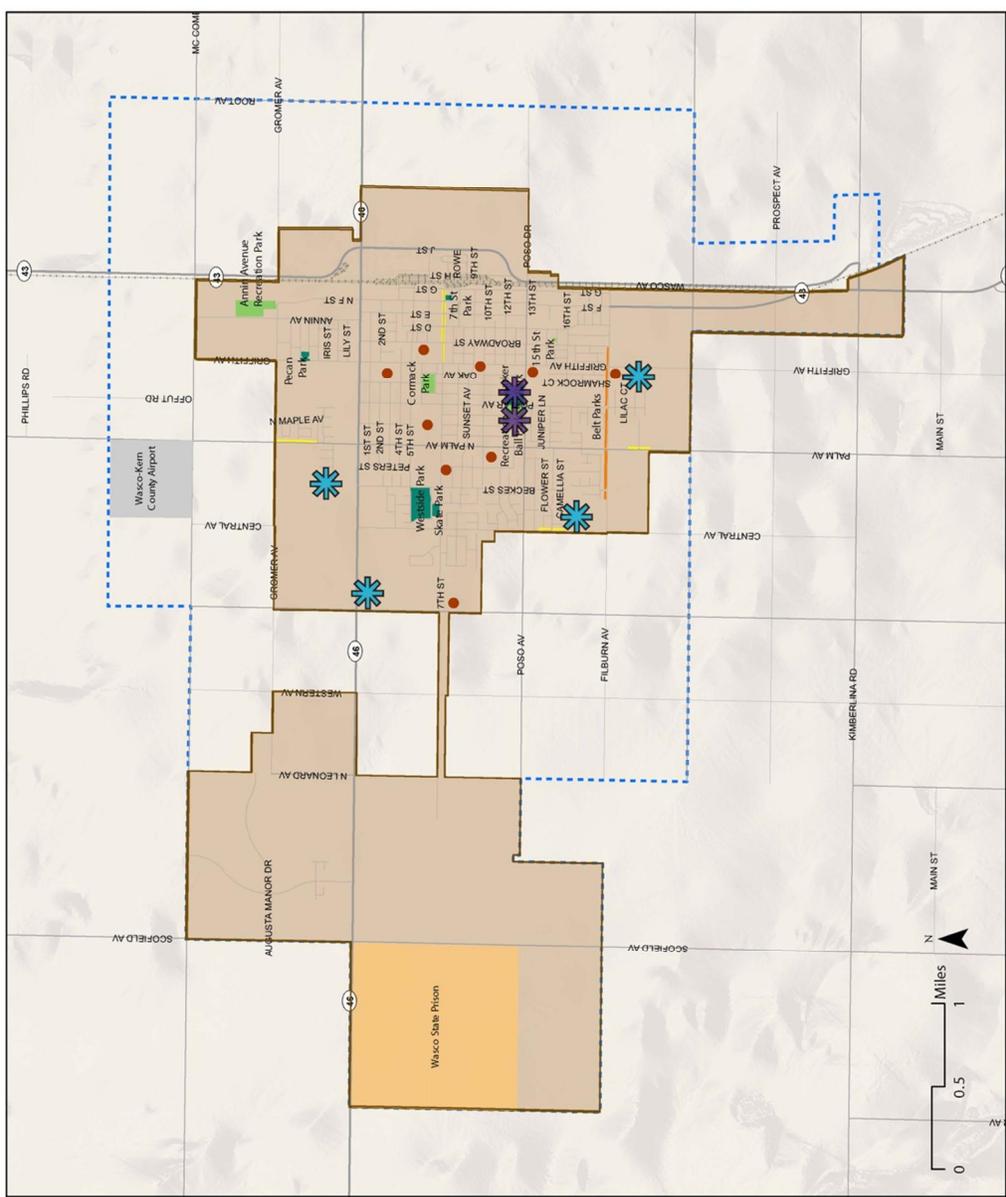
- Schools
- City Parks
- Wasco Recreation and Park District Parks
- Greenbelts (City maintained)
- Walking Paths (City maintained)

- Proposed Parks - Option II**
- ✿ Proposed Option II for future Neighborhood Parks
  - ✿ Proposed Option II for a Community Park

Note: This map is for illustrative purposes only. The actual locations of the proposed parks have not been determined.



February 2013 | Data Sources: City of Wasco, Kern County GIS, California State Library, National Elevations Dataset and ESRI USA



## A. Neighborhood Parks

A Neighborhood Park is intended to serve the recreation needs of people living or working within one-half mile radius of the park. The 2014 UGPOS recommends 2.5 acres per 1,000 residents for Neighborhood Parks. Table 5.2 shows the deficits in park space by category. In 2014, Wasco had nearly 5.65 acres of total Neighborhood Park space with a deficit of 2.23 acres per 1,000 residents.

**Table 5.2 City of Wasco Parkland Classification, Standards and Deficits**

Parkland Classification	Total Acres	Current Ratio (Acres Per 1,000 Residents)	Wasco City Code Standard (Acres Per 1,000 Residents)	Surplus or Deficit (Acres Per 1,000 Residents)
Mini Parks & Greenbelts	8.57	0.41	0.50	-0.09
Neighborhood Parks	32.73	1.58	2.50	-0.92
Community Parks	14.04	0.68	3.00	-2.32
Total Combined (in City)	55.34	2.67	6.00	-3.33
<i>Regional Parks (typically outside City limits)</i>				

Source: Urban Greening, Parks and Open Space Master Plan (UGPOS), 2014, pp 192 - 197

## B. Community Parks

A Community Park refers to land with full public access intended to provide recreation opportunities beyond those supplied by neighborhood parks. Community parks are larger in scale than neighborhood parks but smaller than regional parks. The 2014 UGPOS recommends 3 acres per 1,000 residents for Community Parks. Table 5.2 shows the deficits in park space by category. In 2014, Wasco had about 41 acres of total community park space with a deficit of 1.01 acres per 1,000 residents.

## C. Regional Parks

A Regional Park refers large recreation areas (typically larger than 20 acres). These are intended to serve the larger region within which a City resides. By definition therefore a regional park is not typically developed, owned or operated by a city or a local park district. Instead, it would be operated by a county or state jurisdiction. There is no regional park within City limits, but these are mentioned here to assure a complete classification of the park system. For the existence of regional parks have inevitable impact on recreation of nearby residents.

# Conservation, Open Space & Recreation Goals, Policies and Implementation Actions

---

## GOALS

### COR GOAL 1.

An adequate, well maintained park and open space network for Wasco residents.

### COR GOAL 2.

A variety of recreational opportunities for Wasco residents.

### COR GOAL 3.

Protect Wasco's natural and agricultural resources and promote sustainable development practices.

### COR GOAL 4.

Manage Wasco's groundwater resources to meet future water needs.

The following policies and actions are intended to implement these goals:

## POLICIES AND ACTIONS

### COR POLICY 1

Provide adequate park facilities for all ages and needs.

#### *COR ACTION 1.1*

The following shall be the minimum standards for neighborhood and community park facilities:

- Mini Parks: 0.5 acres / 1,000 residents
- Neighborhood Parks: 2.5 acres / 1,000 residents
- Community Parks: 3 acres / 1,000 residents
- Total Combined: 6 acres / 1,000 residents

#### *COR ACTION 1.2*

Work with the Wasco Recreation and Parks District on a long term strategy to acquire and develop new neighborhood and community parks in underserved areas.

#### *COR ACTION 1.3*

Implement Quimby and Development Impact Fees in accordance with State law and the City of Wasco Municipal Code.

#### *COR ACTION 1.4*

Help facilitate a working partnership between the Wasco Recreation and Parks District, City of Wasco, Wasco Union Elementary School District and Wasco Union High School District to promote the joint use of recreation facilities.

#### *COR ACTION 1.5*

Assist and support the Wasco Recreation and Parks District with grant writing services for the purchase and development of new park sites and improvements to existing park sites.

*COR ACTION 1.6*

Support and encourage the redesign of existing park facilities to better meet the demand for current and future sports fields.

*COR ACTION 1.7*

Implement the City of Wasco Urban Greening Parks and Open Space Master Plan as a tool to guide the development of new parks and the implementation of the Conservation, Open Space and Recreation Element.

*COR ACTION 1.8*

Work cooperatively with the Wasco Recreation and Parks District and the Kern County Parks and Recreation Department to pursue development of a new Kern County Regional Park within the boundaries of the Wasco Recreation and Parks District.

**COR POLICY 2**

Support and promote a variety of recreational opportunities for Wasco residents.

*COR ACTION 2.1*

Provide an integrated network of bicycle facilities through implementation of the City's Master Bicycle Plan.

*COR ACTION 2.2*

Support and encourage a variety of recreational programming opportunities through the Wasco Recreation and Parks District and other local club and non-profit organizations.

**COR POLICY 3**

Protect and conserve valuable groundwater resources and reduce annual daily per capita water use to 198 GPCD (gallons per capita daily) by 2020 to meet state mandates.

*COR ACTION 3.1*

Continue to implement water conservation and demand management measures indicated in the City of Wasco Municipal Code and the current Urban Water Management Plan.

*COR ACTION 3.2*

Continue to educate the public regarding water conservation through water bill announcements, code enforcement and message signs.

*COR ACTION 3.3*

Wherever possible, support and encourage the use of recycled water for landscape and agricultural irrigation.

*COR ACTION 3.4*

Require the use of drought tolerant species for landscape areas required in new development.

*COR ACTION 3.5*

Use drought tolerant species in all new City landscaping projects and identify and seek funding sources for replacing existing city landscaping with drought tolerant species wherever possible.

*COR ACTION 3.6*

Adopt and implement a Water Efficiency Landscape Ordinance (WELO).

*COR ACTION 3.7*

Adopt and implement Low Impact Development guidelines.

*COR ACTION 3.8*

Prohibit the construction of new private water wells within City Limits.

#### COR POLICY 4

Protect endangered and special status species in Wasco.

##### *COR ACTION 4.1*

Comply with all State and Federal requirements for the protection of endangered and special status species.

##### *COR ACTION 4.2*

Protect and mitigate impacts on listed and special status species in accordance with CEQA and/or NEPA regulations.

#### COR POLICY 5

Conserve energy resources to the greatest extent possible.

##### *COR ACTION 5.1*

Identify and seek financing to replace conventional, gasoline burning vehicles with clean fuel or electric vehicles for the City's municipal fleet vehicles.

##### *COR ACTION 5.2*

Identify and pursue financing for and opportunities to use alternative energy sources for City operations.

##### *COR ACTION 5.3*

Pursue LEED (Leadership in Energy & Environmental Design) certification on all new city building projects.

##### *COR ACTION 5.4*

Encourage and promote energy efficiency programs sponsored by other agencies and utility providers.

##### *COR ACTION 5.5*

Participate in energy audit programs whenever possible to help identify areas where municipal electricity costs and energy consumption could be reduced.

#### COR POLICY 6

Promote a biologically diverse community.

##### *COR ACTION 6.1*

Develop standards promoting the use of native plants in new landscape areas through review of landscape plans for all new major development.

##### *COR ACTION 6.2*

Prevent the use of invasive, non-native species in new landscape areas through review of landscape plans for all new major development.

#### COR POLICY 7

Protect Wasco's agricultural lands and agricultural related resources.

##### *COR ACTION 7.1*

Maintain up to date mapping of lands within the City's Sphere of Influence under Williamson Act Contracts.

*COR ACTION 7.2*

Prohibit annexation of properties under Williamson Act contracts unless a Notice of Non-renewal has been filed.

*COR ACTION 7.3*

Continue to implement a Right-to Farm ordinance.

*COR ACTION 7.4*

Promote education of new homebuyers and Wasco residents identifying the potential issues of living next to active agricultural operations.

**COR POLICY 8**

The City shall provide leadership for sustainability within the community by encouraging green practices for municipal operations, buildings and landscaping.

*COR ACTION 8.1*

City shall evaluate existing municipal buildings, facilities, landscape areas, maintenance and purchasing practices for energy and water use, with the aim of implementing green purchasing and renovation/retrofit projects to reduce resource consumption.

## CHAPTER 6. NOISE ELEMENT

### *Introduction*

---

Noise refers to any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is “unwanted sound.”

In the City of Wasco, the main producers of noise are State Route 43, State Route 46, and railroad operations. The City of Wasco has designated certain roadways as truck routes, which include: Western Avenue, Mc Combs Road, SR 43, SR 46, and Scofield Road. Land uses that are identified in the City of Wasco as noise sensitive uses are residential areas, schools, health services, recreation/open spaces, and convalescent homes where quiet environments are required for public health, safety, and enjoyment.

The Preferred Growth Scenario has potential to increase traffic noise along main corridors within the City. Increased construction noise should be addressed through mitigation measures. To address future conditions envisioned under the Preferred Growth Scenario, the Noise Element's goals, policies, and actions encourage additional development of land use decisions to include careful consideration of compatible and incompatible land use proximities, and impacts new developments may have on the City.

### **A. Purpose and Requirements**

According to The California State Government Code §65302(b), the Noise Element is one of the seven mandatory elements of the General Plan. Recognizing the effects of noise on people's health and general well-being, the State requires that all local jurisdictions prepare statements of policy indicating their plans regarding noise and sources, establish maximum noise levels for each land use category, set standards for noise generation from transportation facilities and immobile noise sources, and develop a program for implementation of noise control measures. California also requires local government agencies to identify and quantify community noise levels expressed in Community Noise Equivalent Levels (CNEL) or day-night average levels (Ldn).

### ***Background and Setting***

---

### **A. Noise Sources**

#### **STATIONARY NOISE SOURCES**

Stationary sources include industrial land uses, roadway segments, and other land designations, which contain noise producing characteristics. Stationary sources of noise tend to operate between eight to ten hours per day. The location of noise receptors relative to noise producers can result in unwanted sound. As a result, land use planning and zoning attempt to separate sensitive noise receptors from noise producers in order to alleviate the potential conflict. Recreational areas and open spaces may also act as sources of stationary noise. In Wasco, the Wasco Recreation Ballpark, Barker Park, Cormack Park, and Westside Park are sources of periodic noise within City limits. Agricultural uses, industrial, and service commercial uses such as automotive repair facilities, wrecking yards, tire installation centers, car washes, transfer yards, and loading docks are possible stationary noise sources. Schools are associated with noise generating activities because of sounds produced when children are at play, bells ring, and the public gathers for school related events. High schools may feature stadiums and evening sporting events with large public access and loudspeaker systems. In Wasco, Karl Clements Elementary, St. John the Evangelist, Independence High, Palm Avenue Elementary, and North Kern Christian Schools are all stationary sources of periodic noise within the City.

The main producers of noise in Wasco are SR 43, SR 46, and railroad operations. Map 6.1 shows the existing roadway noise producers and their respective noise decibel readings to illustrate the effects on the City. According to Caltrans, 65 dB is considered the highest acceptable threshold of ambient noise surrounding roadways. Any readings higher than 65 dB would require the installation of a sound wall. Temporary noise sources such as power equipment, lawn mowers, portable generators, electric drills and saws, and other equipment are typically short in duration and generally do not count as major noise sources.

### **RAILROAD NOISE**

The railroad is one of the three major noise producers in Wasco. Railroad noise is generally louder than roadway noise and should feature acoustical noise barriers near residential areas. Noise barriers could reduce existing railroad operation noise up to 20 dB. Owned by Burlington Northern Santa Fe (BNSF) Railway, Wasco is on the main line of the largest railroad networks under single ownership in the United States. This railroad line serves both industrial and passenger users. Serving regional passengers, Amtrak's San Joaquin service is Amtrak's fifth-busiest service and the third-busiest service in California. The San Joaquin line serves Wasco's train station twelve times a day to provide travelers with service to Bakersfield, Stockton, and beyond. Map 6.2 shows the existing railroad noise contour map to illustrate the impact railroad noise currently has on the City of Wasco.

### **CONSTRUCTION NOISE**

Construction sites typically involve an increase in ambient noise levels, particularly during demolition and infrastructure replacement phases. During construction, various activities that can cause unwanted sound levels and vibration depend on several factors. The highest construction related ground borne vibration levels are typically generated from pile driving and compaction equipment. The two primary concerns related to construction noise and vibration are the potential to damage a nearby structure, and the potential to interfere with the enjoyment of life.

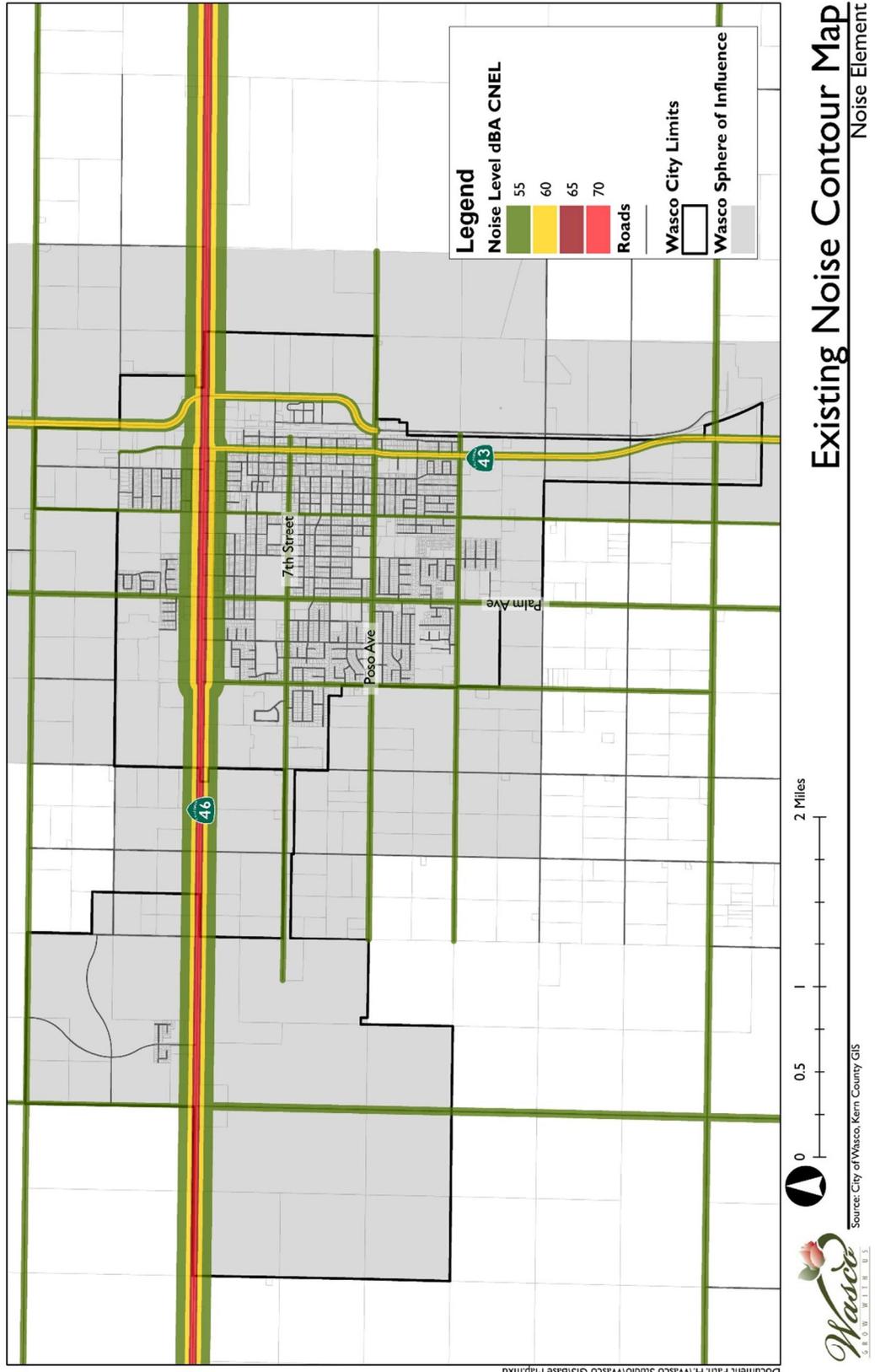
### **AIRCRAFT NOISE**

The Wasco-Kern County Airport is located within the City's northern sphere of influence with its noise impact area extending partially into City limits. The airport features a 3,380-foot runway, 36 aircraft tie-downs, six shelters, 11 T-hangers, and 4 hanger spaces. The airport has 14 based aircrafts with an annual total of 11,050 aircraft operations averaging 31 flights per day (Kern County, 2011). Ambient aircraft noise in California is defined in terms of community noise equivalent level (CNEL). CNEL is closely related to the day/night average noise level (Ldn), but includes a 5 dB weight factor for the evening hours between 7:00 pm to 10:00 pm. In California, 65 dBA CNEL is considered the maximum allowable noise level that is compatible with noise-sensitive land uses. Figure 6.1 shows the airport noise contour lines for the Wasco-Kern County Airport. By adjusting arrival and departure times and flight patterns, high noise levels can be reduced to more tolerable levels within the City of Wasco.

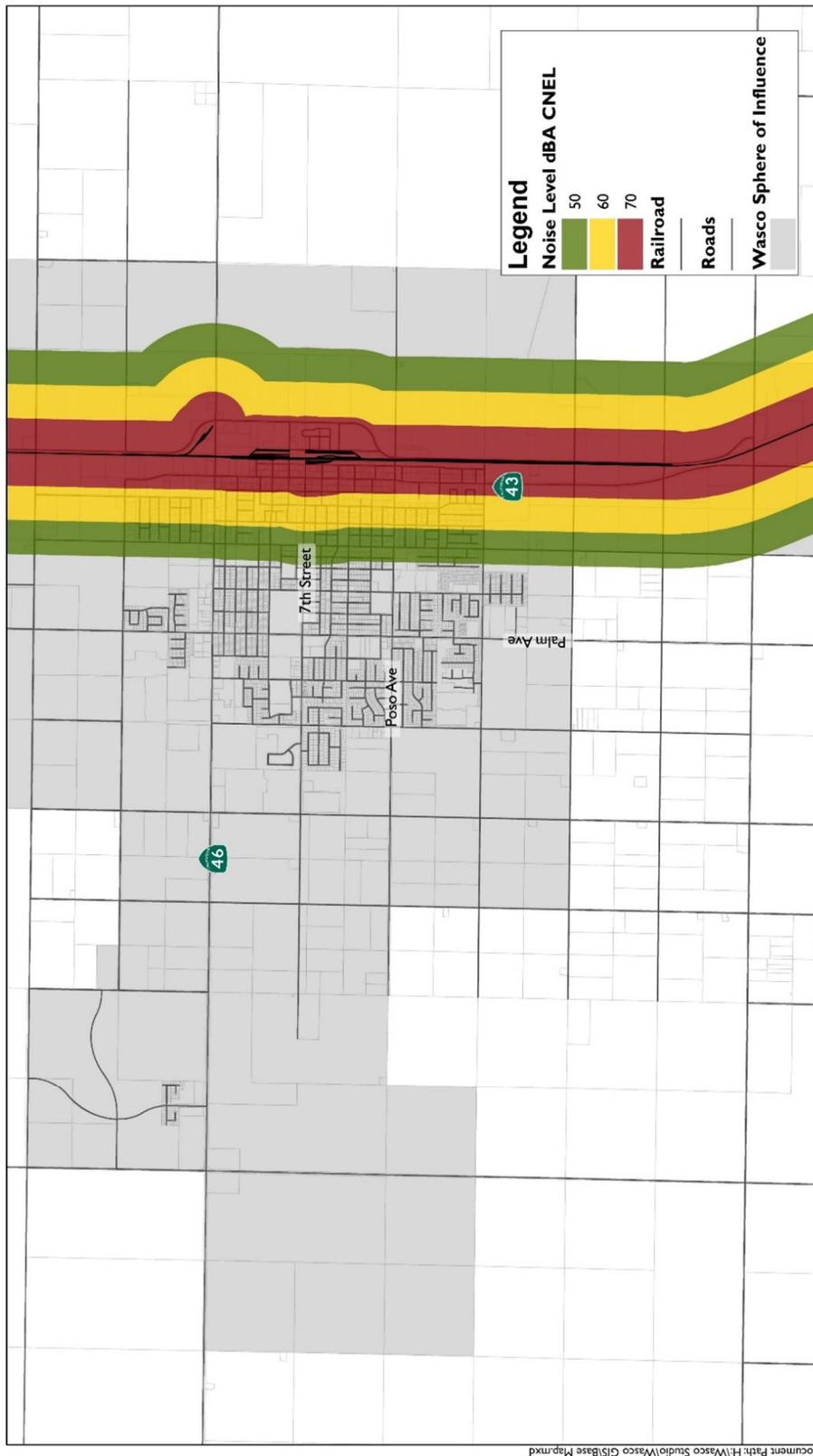
### **TRUCK ROUTE NOISE**

The City of Wasco has designated the following roadways as truck routes: Western Avenue, Mc Combs Road, SR 43, SR 46, and Scofield Road. For more information on existing truck routes, refer to the Circulation Section on "Truck Routes."

Map 6.1 Road Noise Map



Map 6.2 Railroad Noise Map

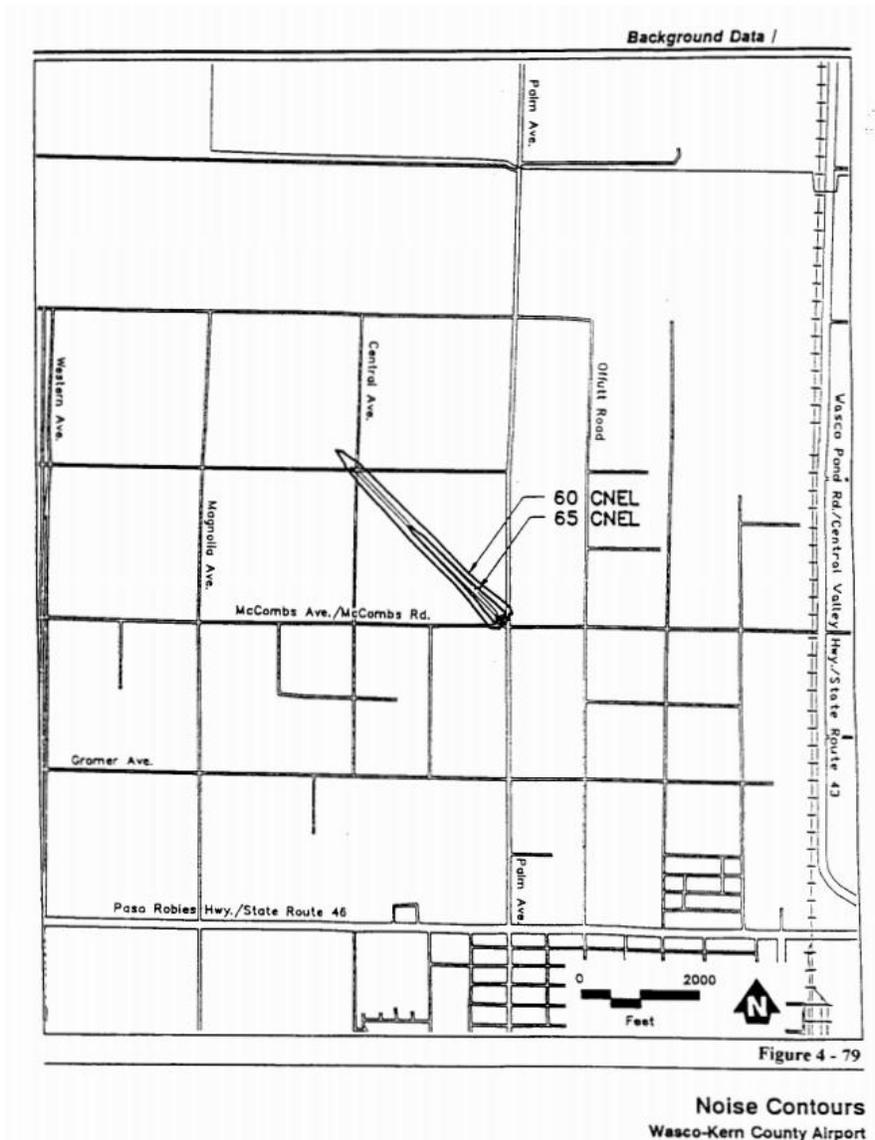


Existing Railroad Noise Contour Map  
Noise Element



Source: California High Speed Rail Authority, Kern County GIS

**Figure 6.1 Existing Airport Noise Contours**

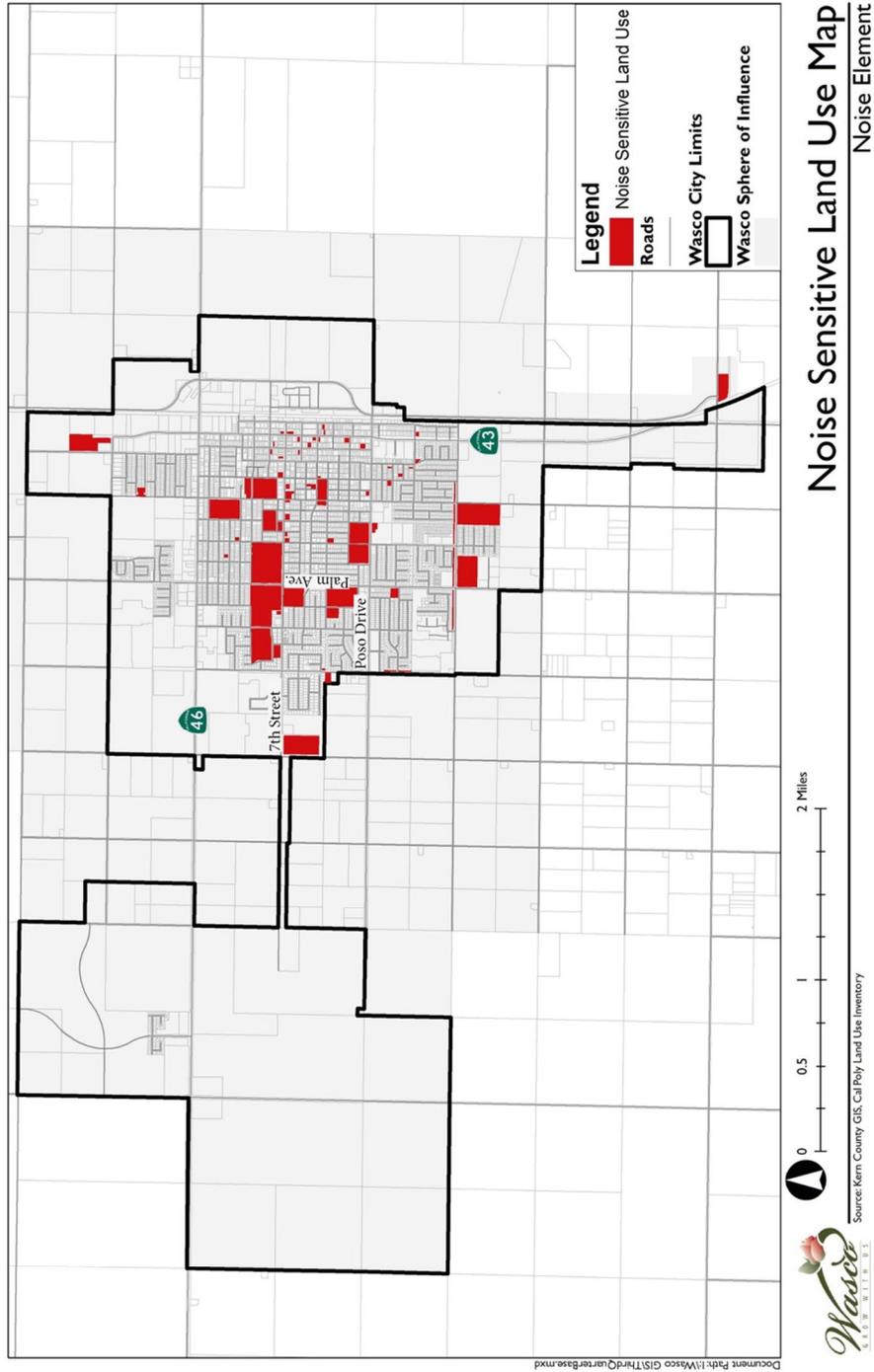


Source: County of Kern Airport Land Use Compatibility Plan, 2011

## B. Noise Sensitive Land Uses

The land uses that have been identified in the City of Wasco as sensitive to noise are residential areas, schools, health service areas, recreation/open spaces, and convalescent homes where quiet environments are required for public health, safety, and enjoyment. Map 6.3 shows the existing land uses by name within the City of Wasco, and Table 6.1 lists them. Places where people live, sleep, recreate, worship, and study are generally considered to be sensitive to noise because unwanted sound can disrupt these activities. Table 6.2 shows the maximum allowable noise exposure for various land uses including noise sensitive uses.

# Map 6.3 Noise Sensitive Land Use Map



**Table 6.1 City of Wasco Noise Sensitive Land Uses**

Schools	Health Service Areas	Recreation/ Open Space	Convalescent Homes	Place of Worship
Thomas Jefferson Middle School	Kern County Mental Health Services	Wasco Recreation Ballpark	Poso Place Senior Apartments	Church of God
Thomas Jefferson Elementary School		Wasco Child Development Center	Rising Star B & C	First Baptist Church
Wasco Union Elementary School District	Wasco Child Development Center	Barker Park	Senior Citizens' Services	Grace Community Church
Karl Clemens Elementary School		Cormack Park		
Wasco High School		Westside Park		
Palm Avenue Elementary School				
North Kern Christian School				
Teresa Burke Elementary School				
Independence High School				

**Table 6.2 Maximum Allowable Noise Exposure by Land Use**

Land Use	Community Noise Equivalent Level (CNEL) or Day-Night Level (Ldn), dB	
	Interior <sup>1,3</sup>	Exterior <sup>2</sup>
Use Types		
Residential – Single Family, Duplex, Mobile Homes	45	65
Residential – Multiple – Family	45	65
Transient Lodging – Motels, Hotels	45	65
Schools, Libraries, Churches, Hospitals, Nursing Homes	45	65
Auditoriums, Concert halls, Amphitheaters	45	N/A
Playgrounds, Neighborhood parks	N/A	70
Office Buildings, Business, Commercial and Professional	50	N/A
Notes:		
(1) Interior habitable spaces		
(2) Exterior noise level standards apply to outdoor activity areas such as “private rear yards and private patio or balcony of a multi-family residence		
(3) Interior noise standards shall be satisfied with windows in closed position		

The most common noise sensitive land uses include residential uses, schools, hospitals, nursing and personal care facilities, churches, places of public assembly and entertainment, libraries, museums, hotels, motels, bed and breakfast facilities, outdoor sports and recreation facilities, and offices. Table 6.2 specifies noise levels acceptable within various land uses. The Community Noise Equivalent Level (CNEL) and Day-Night Noise Level (Ldn) are measures of the 24-hour noise environment. They represent the constant A-weighted noise level (an approximation of human sensitivity to sound) that would be measured if all the sound energy received over the day were averaged. In order to account for the greater sensitivity of people to noise at night, the CNEL weighting includes a five-decibel penalty on noise generated between 7:00 p.m. and 10:00 p.m. and a 10-decibel weighting for late night noise events. For practical purposes, the two measures are equivalent for typical urban noise environments.

# **Noise Goals, Policies and Implementation Actions**

---

## **GOALS**

### **NO GOAL 1.**

A community free from the harmful and annoying effects of excessive noise

The following policies and actions are intended to implement these goals:

## **POLICIES AND ACTIONS**

### **NO POLICY 1**

Protect residents from harmful and annoying effects of exposure to excessive noise.

#### *NO ACTION 1.1*

Adopt a noise ordinance that sets acceptable noise exposure limits for residential uses and sensitive receptors and regulates hours of operation and controls excessive noise from construction activity.

Maximum allowable community noise levels for residential and sensitive receptors shall be established as follows: 65 dB Ldn or CNEL for outdoor activity areas and 45 dB Ldn or CNEL for indoor areas. Ldn (A-weighted day/night average) and CNEL noise measurement are calculated using a 24 hour weighted average that takes into account the time of day the noise occurs. Sounds occurring at night (10:00 PM to 7:00 AM) are weighted more heavily.

#### *NO ACTION 1.2*

Require an acoustical study for proposed development in areas where the existing noise level exceeds the compatible noise level thresholds for the proposed land use, as set out in the City's adopted Noise Ordinance (reference NO Action 1.1).

#### *NO ACTION 1.3*

Require noise mitigation measures and techniques be incorporated into site planning and building design when determined necessary to meet adopted noise exposure standards.

#### *NO ACTION 1.4*

Require new noise sources to use best available technology to minimize noise emissions.

#### *NO ACTION 1.5*

Continue to enforce restricted truck routes within the city to limit truck traffic noise to non-residential areas.

### **NO POLICY 2**

Minimize exposure to aircraft and rail operations noise.

#### *NO ACTION 2.1*

Implement the provisions of the Kern County Airport Land Use Commission's Airport Land Use Compatibility Plan.

#### *NO ACTION 2.2*

Work with the California High Speed Rail Authority, Amtrak, and the BNSF railroad, to install noise attenuation features to minimize impacts to adjacent residential or other noise-sensitive uses. Such features include rail and wheel maintenance, noise barriers, and train horn "quiet zones" consistent with federal regulations.

### NO POLICY 3

Protect the economic base of the community by preventing incompatible land uses from encroaching on existing or planned areas of noise-producing uses.

#### *NO ACTION 3.1*

In site plan review provide sufficient spatial separation between existing industrial uses and proposed residential and other noise-sensitive uses to minimize potential complaints regarding the pre-existing industrial uses.

[This page is intentionally left blank]

# CHAPTER 7. SAFETY ELEMENT

## *Introduction*

---

The Safety Element is one of the mandatory elements of the General Plan, describing potential hazards that exist in the City and the measures that can be taken to address these issues. Some naturally occurring hazards may be unavoidable, but their impacts on communities can be reduced through planning and preparation. The Safety Element addresses geologic, seismic, flood, and fire hazards. This element also addresses hazards created by human activity: hazardous materials and waste, aircraft hazards, and incidents that require emergency response. Expecting that emergencies will occur even when precautions are taken against hazards, the Safety Element describes the City's policy directions and implementation actions to prepare for and respond to emergencies.

Goals, policies, and actions are set forth in the Safety Element to achieve a direction of growth that incorporates safety at its core. Addressing the impacts of natural hazards and the increased need for emergency response can direct the City along a path of safe development. The City should guide development in a direction that actively incorporates safety concerns from natural and human hazards, and ensure an organized and capable emergency response process.

### **A. Purpose and Requirements**

The inclusion of a Safety element as part of the General Plan is mandatory under California Government Code Section 65302(g) and addresses hazards such as flood, fire, seismic and geologic activity, and hazardous materials. The Safety Element's policies and programs are heavily regulated. These regulations come from Federal, State, and local levels and are briefly outlined in the following section.

## *Background and Setting*

---

### **A. Natural Hazards**

#### **SEISMIC AND GEOLOGIC HAZARDS**

##### **SOILS**

The City of Wasco has six common soil types as identified by the U.S. Department of Agriculture. The Wasco sandy loam, which is the predominant soil throughout the City, is a very deep, medium textured soil, conducive to the growth of fruits and nuts. The Panache clay loam and Kimberlina fine sandy loam are similar to the Wasco sandy loam. Map 7.1 shows the soils in the Wasco area. Hazards associated with soil types include ground settlement, expansion, and settlement. These are outlined in the following subsections.

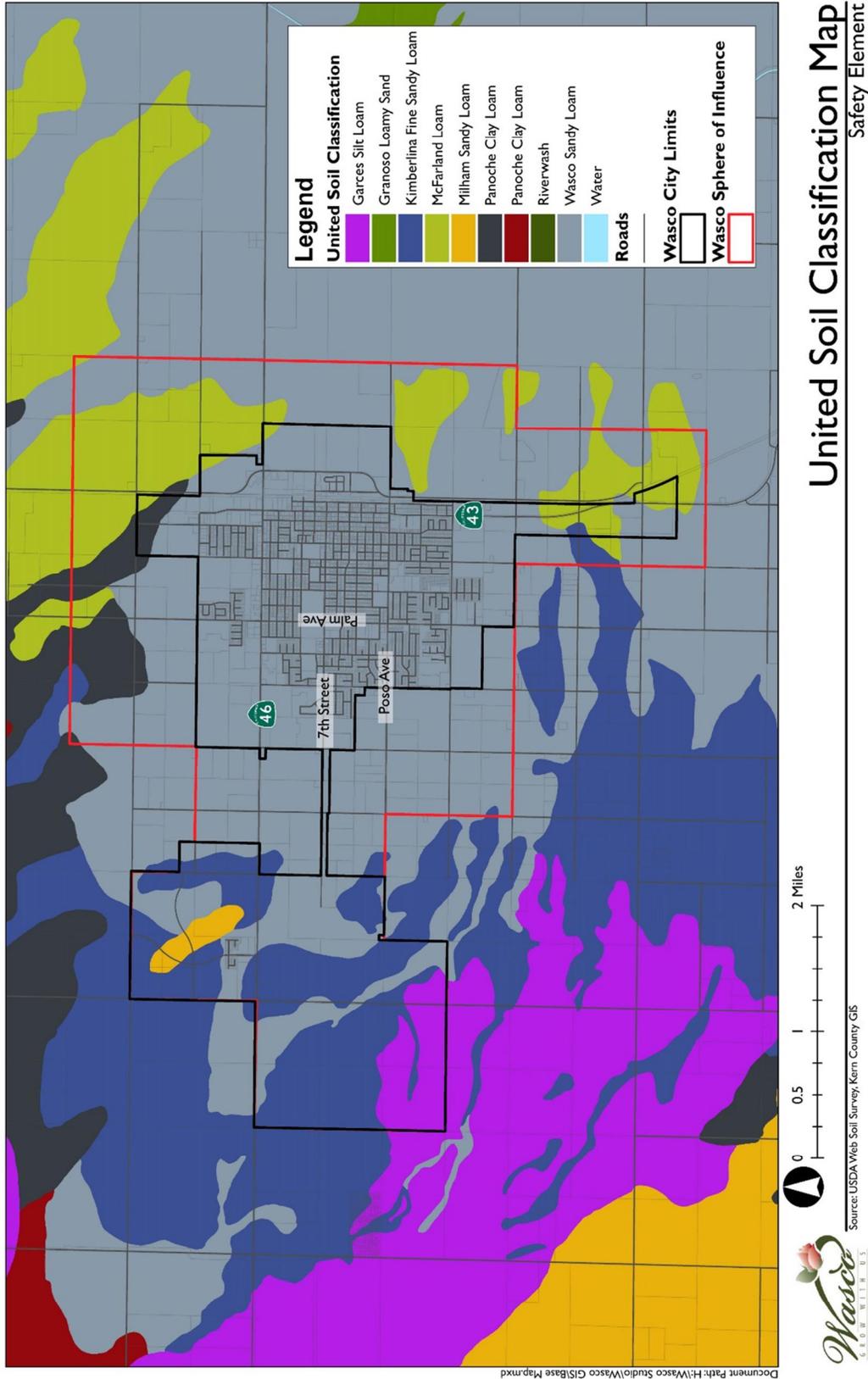
##### *GROUND SETTLEMENT*

Densification, which is associated with seismic ground shaking or collapse of underlying soils, is a result of extraction of ground fluids. Densification causes ground settlement to occur over time (subsidence) or immediately (settlement), and decreases the earth's surface elevation. Located in a seismic hazard zone means there is the potential for ground settlement in Wasco.

##### *EXPANSION POTENTIAL*

Expansive soils contain significant amounts of clay particles that can take in or release water, causing the soil volume to swell or shrink. When these soils expand or swell, the change in volume can place significant pressure on loads that are placed on them, such as buildings, and can result in structural damage or distress. Although there are generally clay-free soils within the City, there is a limited potential for swelling or shrinking of soils in Wasco.

Map 7.1 Regional Soil Map



### *SUBSIDENCE*

Subsidence is the ground settlement that results over time from the extraction of oil or groundwater. The process of subsidence occurs gradually, spreads over large areas, and is aggravated by ground shaking. The results of subsidence include maintenance problems on roads, canals, and underground utilities, resulting in a need for advanced engineering techniques to withstand subsidence. Subsidence was first identified in Wasco in 1935, and by 1970, an estimated 1,420 square miles in the South San Joaquin Valley has been affected by subsidence. As a result, the City limited the amount of ground water pumping, which is the main cause of subsidence in the San Joaquin Valley, in order to gradually slow the rate of subsidence. Water levels have stabilized over the past 20 years and the rate of subsidence has slowed. However, subsidence persists due to past stresses on the aquifer system. Continued population growth, water demands, and uncertain water supplies will likely continue the trend of groundwater extraction and continued subsidence.

### **SEISMIC HAZARDS**

The City of Wasco is located in a seismically active region along with the rest of Kern County. Wasco is categorized as Zone 4 under the Uniform Building Code, indicating a high potential for seismic hazard. Seismic hazards can be grouped into two categories, primary and secondary hazards. Primary hazards involve the physical movement of the earth's surface during a seismic event as a result of fault rupture and ground shaking. Secondary hazards involve the effect that seismic events have on the earth's surface as a result of special characteristics of the soils and geology in the area. Four active faults in the region are capable of impacting Wasco from ground shaking.

### *FAULTS*

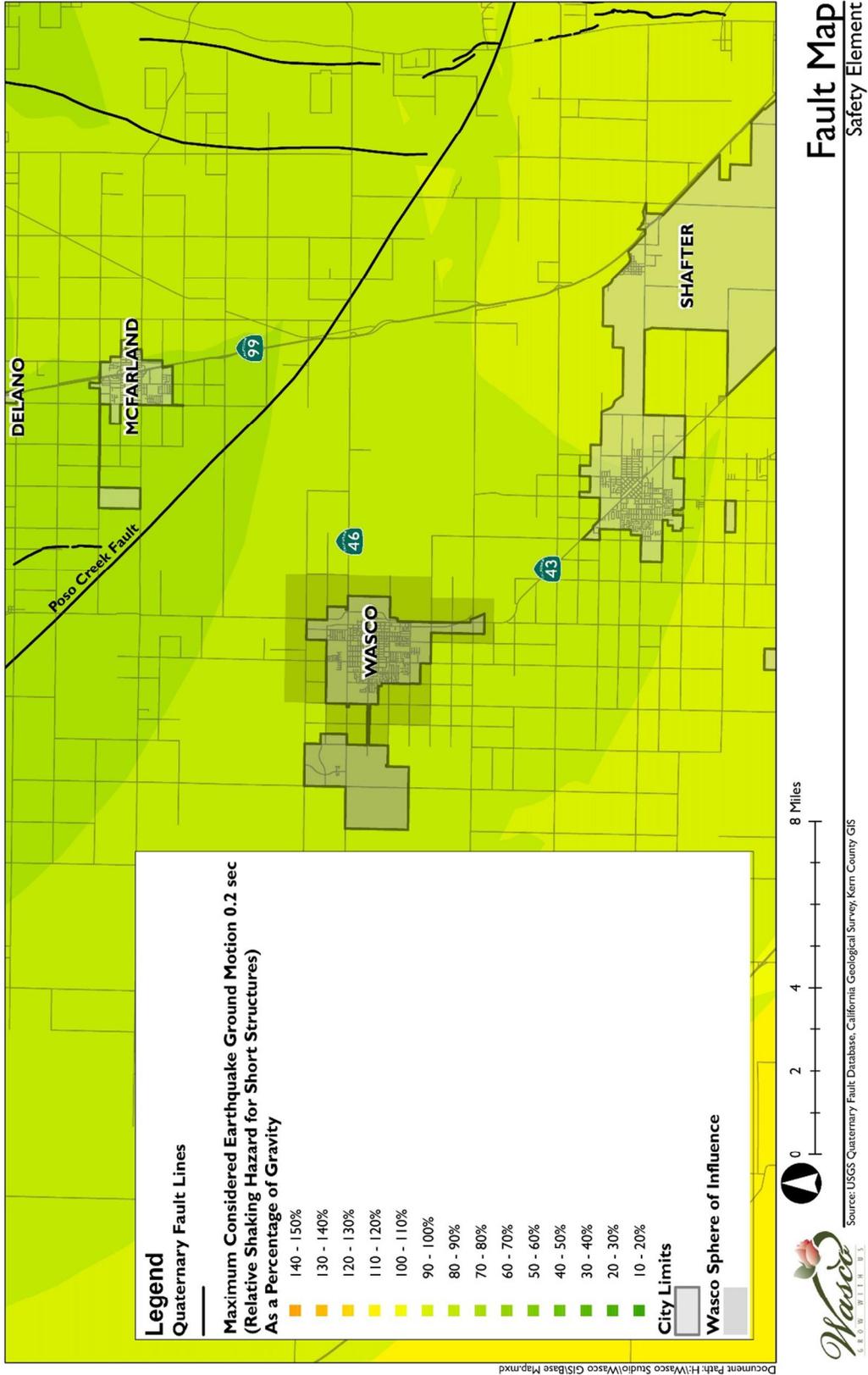
Error! Not a valid bookmark self-reference. 7.2 shows the prominent faults in the area. The Pond-Poso Fault is the only fault in close proximity to the City. The Fault is approximately 25 miles long, traversing Kern County in a northwest-southeast direction. The Richter scale has measured past tremors in the 3.0 to 4.0 range, which is considered mild and represents no serious threat to the area.

The White Wolf Fault is located at the south end of the San Joaquin Valley. When the fault ruptured in 1952, it produced a 7.5 magnitude earthquake and a series of aftershocks that caused approximately 50 million dollars in property damage and claimed 12 lives. The fault may possibly extend further west toward the San Andreas Fault.

The San Andreas Fault is the most prominent fault in the San Joaquin Valley. The fault runs along the border of Kern County, entering the County at the western border near Frazier Park, intersecting with the Garlock Fault. The San Andreas Fault is approximately 650-miles long and is formed by the western Pacific Plate and the eastern North American Plate moving side by side.

The Garlock Fault runs along the northern boundary of the area known as the Mojave Block, and continues along the southern end of the Sierra Nevada Range. The fault intersects the San Andreas Fault in the City of Lebec, and travels northeasterly through the Tehachapi Mountains. Although the fault's surface has not ruptured from an earthquake, there have been sizeable quakes along the fault zone, which make it a prime fault line to rupture in the future.

Map 7.2 Fault Map



**Fault Map**  
Safety Element

#### *FAULT RUPTURE*

Fault rupture is a primary hazard caused by the ground shaking of a seismic event. Fault rupture occurs when the earth's surface is broken apart and shifted as a result of an earthquake. Fault rupture has significant impacts when a structure or system element crosses the active fault. The nearest active fault showing movement is the Pond-Poso Fault Line, approximately 9 miles from Wasco.

#### *SEISMIC SHAKING*

Seismic shaking is a primary hazard that results from a seismic event. Earthquakes are a significant risk to the entirety of Kern County. The probability of strong shaking increases dramatically in the western, southern, and southeastern parts of Kern County. Wasco's location in the central San Joaquin Valley is subject to moderate to severe ground shaking.

#### *SECONDARY HAZARDS*

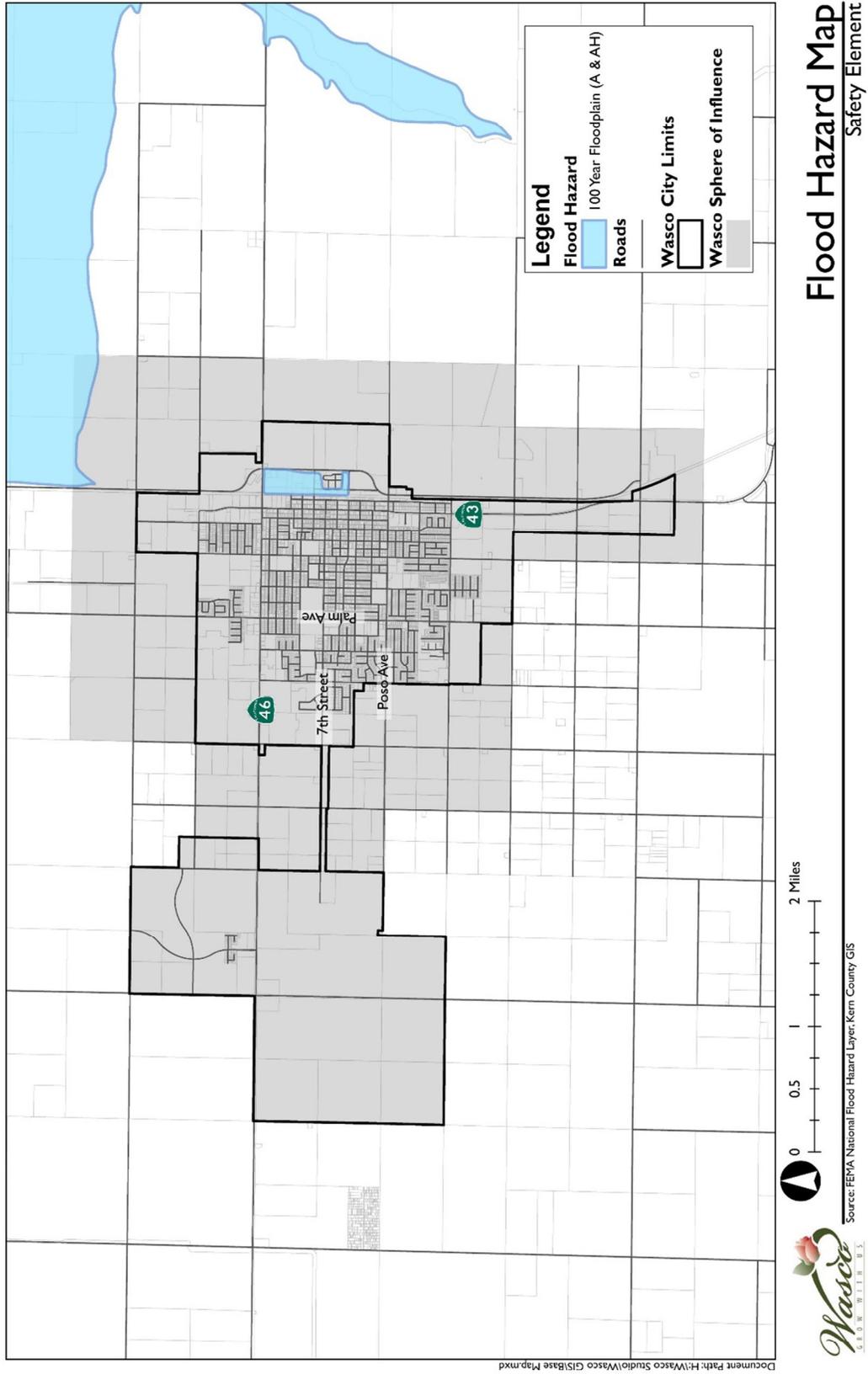
Moderate to high seismic shaking from large earthquakes can result in secondary hazards including soil liquefaction, dynamic settlement, and shallow ground rupture. Kern County is at risk for all of the listed secondary effects due to the seismic activity in this region. The City of Wasco experiences seismic settlement, a type of ground failure, as a result of seismic shaking in areas of the City where subsidence already occurs. Future ground shaking events can accelerate ground settlement in the future.

### **FLOOD HAZARDS**

Kern County is affected by four different flooding events: flash, riverine, canal breach, and urban stormwater flooding. These events are often the result of severe weather and excessive rainfall, either in the flood area or the upstream reach of tributary drainages. Wasco is located in the Valley Region of Kern County. This portion of the County has two major flood sources, the Kern River and Poso Creek. The City of Wasco is located in a part of the Valley that is not likely to experience flooding from these two sources.

Only a small portion of Wasco's eastern part and a small area along the northern sphere of influence are located within a 100-year flood zone. Map 7.3 shows the FEMA flood map. Seven properties are located within these 100-year zones. Wasco is at a minor risk for a 100-year flood, and does not have a significant history of flood events associated with severe weather. The greatest concern for flooding within the City of Wasco is related to urban stormwater. Areas along 7<sup>th</sup> Street flood during heavy rain events in the City. The City has initiated storm drain improvements along this roadway to reduce flooding impacts. Wasco Municipal Code, Chapter 15 requires on-site retention of stormwater for new developments to minimize additional burden on the City's storm drain system, reducing the potential for flooding from urban storm water.

Map 7.3 Flood Map



### *LEVEE FAILURE*

Areas vulnerable to levee failure are generally confined to the areas subject to inundation downstream of a levee. A levee failure can range from a small, uncontrolled release to a catastrophic failure. Levee failure has resulted in secondary losses only once in the region. In 1997, a breach in the Poso Creek levees resulted in flooding of the valley floor near Wasco, damaging agriculture and causing \$50,000 worth of damage to two homes. The Poso Creek breached its banks in 1998, flooding the City of McFarland and threatening some homes downstream near the City.

According to The Kern County Multi-Hazard Mitigation Plan, the City of Wasco is not located in a designated levee-protected area. Poso Creek regularly breaches its banks and floods cities in Northern Kern County, prompting surrounding cities, including Wasco, to adopt the Poso Creek Flood Control Project to protect cities in the area from future flooding due to levee failure.

## **B. Manmade Hazards**

### **FIRE HAZARDS**

Wasco is currently served by the Kern County Fire Department. Although the City is not located in close proximity to High Fire Hazard Zones, fire potential is associated with the surrounding agricultural uses abutting Wasco. Orchard uses are of special concern due to the density and types of trees planted. In addition, areas of the city adjacent to the Kern-Wasco Airport may be exposed to fire threat as a result of an airplane accident or malfunction. No significant urban fire hazards have been identified in Wasco, but Map 7.4 provides a city level fire threat map. Map 7.5 shows there are no wilderness areas in or around the City; therefore, there is no significant risk of wildland fire.

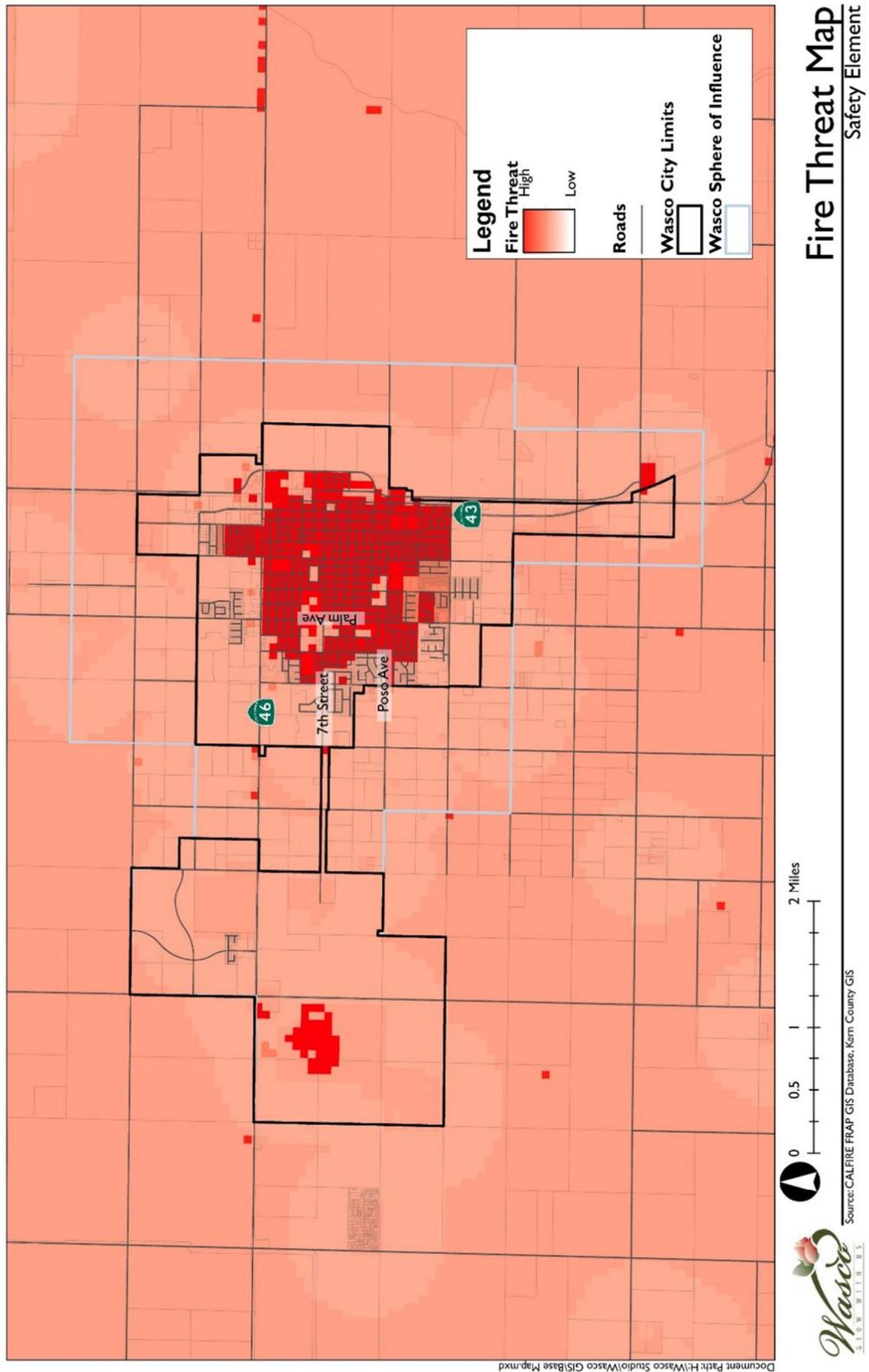
### **FIRE PROTECTION**

Fire suppression and preventative services in Wasco are provided by the Kern County Fire Department. There is one fire station in the City—Station 31, which is located at 2424 7th Street. Station 31 was built in 1984 and has a response area of 157.4 square miles. The station is staffed with three personnel every day and houses a Type 1 Fire Engine, a Type 4 Patrol, and a Type 1 OES Water Tender. It is anticipated that average response time within Wasco is less than 10 minutes. Fire protection services in the city rely on the existing potable water infrastructure, which currently includes underground wells that require electric pumps to maintain required fire flows during an event.

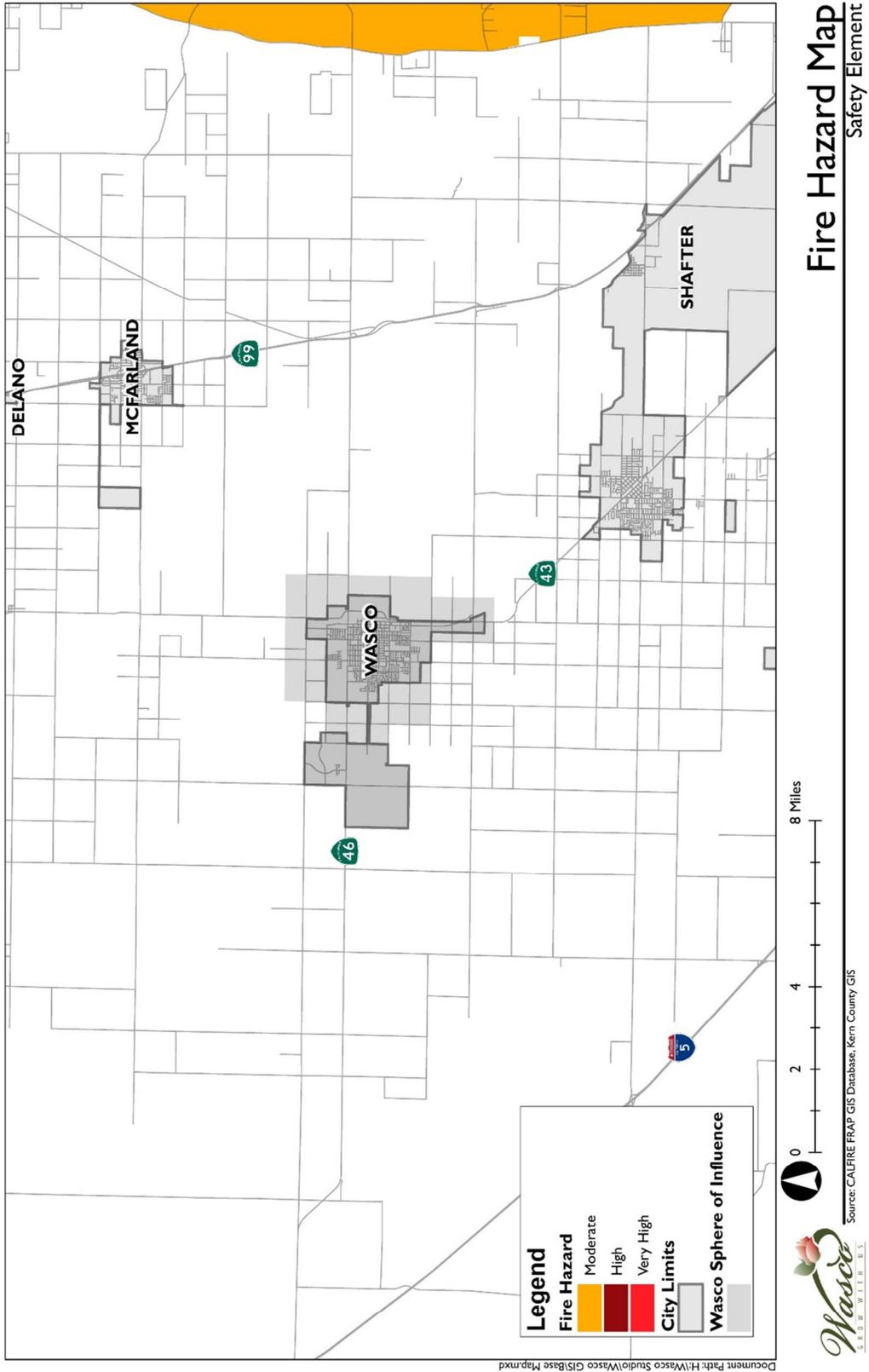
### **FIRE PREVENTION**

The Fire Department engages in activities that are aimed at preventing fires in compliance with the California Building Standards Code (Chapters 7 and 7A) and the California Fire Code (California Code of Regulations, Title 24, Part 9). The department provides fire protection, engineering, building inspections for code compliance, and hazardous materials inspections.

Map 7.4 Fire Threat Map



Map 7.5 Fire Hazard Map



**Fire Hazard Map**  
Safety Element

## HAZARDOUS MATERIALS AND WASTE

Hazardous materials require special care to prevent potential threats they pose to public health, safety, and the environment. A hazardous material is any substance that may be explosive, flammable, poisonous, corrosive, radioactive, or reactive because of its quantity, concentration, or characteristics. Hazardous materials are transported and stored throughout the City of Wasco. Agricultural operations, illegal drug manufacturing, and clandestine dumping are additional sources of hazardous materials. Potential hazards associated with these materials include fire, explosions, and leaks. The release of hazardous materials can cause significant damage when it occurs in highly populated areas or along transportation routes.

The City of Wasco falls under the jurisdiction of the Kern County Environmental Health Services Department (EHSD), designated as the lead Certified Unified Program Agency (CUPA), for management and issuance of permits for all hazardous materials. Under the CUPA, site inspections of all hazardous materials programs (i.e., aboveground and underground tanks, hazardous waste treatment, hazardous waste generators, and hazardous materials management plans) are consolidated and accomplished by a single inspection by the lead agency. The program provides emergency response to chemical events for substance identification, health and environmental risk assessment, and air, soil, water, and waste coordination for state superfund incidents, in addition to the oversight, investigation, and remediation of unauthorized releases from underground tanks.

### TRANSPORT OF HAZARDOUS MATERIALS

The City of Wasco is prone to hazardous substance incidents due to the presence of highways and railways. Train derailment or highway incidents resulting in the release of hazardous material are of great concern, as the City is reliant on groundwater for all water supplies. The release of hazardous materials could migrate into the groundwater aquifer, compromising Wasco's water supply and quality.

Regulation of the transportation of hazardous materials and waste is under the authority of the US Department of Transportation (DOT). Under the regulations of the California Code of Regulations Title 26, the DOT establishes regulations for safe handling procedures of hazardous materials, including packaging, marking, labeling, and routing. The DOT, along with the California Highway Patrol, enforces Federal and State regulations and responds to hazardous material transportation emergencies. Response to hazardous transport emergencies is coordinated as necessary between Federal, State, and local governmental authorities.

### HAZARDOUS MATERIALS SITES

Hazardous materials are used in the production and service processes for certain businesses in the City of Wasco. These businesses include automotive services, dry cleaners, photo processing, printing lithography, and medical services. The Kern County Multi-Hazard Mitigation Plan (MHMP) identified a total of five hazardous materials critical facilities. Two of the facilities are classified as high risk, and the remaining three are classified as moderate risk facilities. Table 7.1 provides a list of the critical hazardous material facilities in the City of Wasco.

**Table 7.1 Critical Hazardous Materials Facilities in Wasco**

Business Name	Business Type	Risk Level	MHMP Multi-Hazard Score
Curtis USA, LLC	Biopesticides	High	3
Sunny Gem	Food Preservation/ Canning	High	3
AG Weld, Inc.	Tool Manufacturing	Moderate	2
Crettol Farms	Agriculture	Moderate	2
Wasco State Prison	Correctional Facility	Moderate	3

The Kern County and Incorporated Cities Hazardous Waste Management Plan provides all information on hazardous materials at business and government facilities to the Kern County CUPA, local fire agencies, and the public. Disclosure of where hazardous materials are generated, stored, or used allows for proper inspection and identification of hazardous conditions to protect the safety of all community members. The California Health and Safety Code Chapter 6.95 and the California Code of Regulations Title 19 are also incorporated into the Hazardous Waste Management Plan for Kern County. The CUPA is responsible for plan compliance in Wasco.

### **HAZARDOUS MATERIALS INCIDENTS**

In the event of a hazardous materials incident, all Kern County Fire Department personnel are trained for all first response operations. Response is provided by the Hazardous and Solid Waste Division of the Kern County Environmental Health Services Department. This division provides organizational assistance and supervision for cleanup and decontamination of hazardous materials incidents.

### **HAZARDOUS WASTE**

Landfills in Kern County do not accept hazardous waste. Kern County has three collection sites for residential hazardous waste collection and for businesses that do not produce more than 27 gallons or 220 pounds of hazardous waste per month. The closest collection facility to the City of Wasco is in Bakersfield. All other larger quantities of hazardous waste produced by business or industry must be transported and disposed according to State and Federal requirements.

### **AIRCRAFT HAZARDS**

The Wasco-Kern County Airport is located at the intersection of McCombs Avenue and Palm Avenue, 1-mile north of Wasco and 22 miles northwest of Bakersfield. The airport serves agricultural, flight training, business, and personal aviation needs in the area. Surrounding land uses are agricultural, and eleven aircrafts are based at the airport. More detailed information about the Wasco-Kern County Airport are provided in the Circulation and Land Use Elements. Map 7.6 shows the airspace plan for Wasco-Kern County Airport.

### **RUNWAY PROTECTION ZONES**

The runway protection zones (RPZs) are areas at the ends of runways that provide for the unobstructed passage of aircraft through the airspace above them; they are used to enhance the protection of people and property on the ground. The RPZs meeting Airport Reference Code (ARC) B-I criteria, which applies to small single engine planes at the Wasco-Kern Airport, have an inner width of 250 feet, an outer width of 450 feet, and a length of 1,000 feet. These RPZ dimensions apply to runways serving small airplanes with visual approaches or instrument approaches with visibility minimums not lower than 1 mile. The existing RPZs are of this size. However, both RPZs extend off airport property. Control over the use of the RPZ areas through the acquisition of sufficient property interest (such as fee title, lease, or navigation easement) is strongly encouraged by the Federal Aviation Administration (FAA) to prohibit unsafe uses in RPZs.

### **AIR SPACE PROTECTION AND HEIGHTS**

The height restriction zone (HRZ) is essential to protecting airspace and structures from passing aircrafts. The HRZ is established in accordance with Federal Aviation Regulations (FAR) Part 77, which requires proposals for structures over 200 feet, or other structures near airports that would penetrate imaginary surfaces defined in Part 77, to notify the FAA of the proposed construction. The FAA will review the proposal and issue an acknowledgment stating that the proposal will: (1) not exceed any airspace protection surfaces defined on the airport's FAR Part 77 Airspace Plan; (2) will exceed a standard of the FAR Part 77 Airspace Plan, but would not be a hazard to air navigation; or (3) would exceed a standard of the FAR Part 77 Airspace Plan, imposing a hazard on air navigation and requiring a further aeronautical study. Within 30 days, the project sponsor may request the aeronautical study. Until an aeronautical study is completed, the proposed structure is presumed to be a hazard to air navigation.

## **AIR TRAFFIC INCIDENTS**

Compliance with all applicable FAA regulations substantially reduces the potential for aircraft crash incidents. The various protection zones and height restriction zones are in place so that current and future development is not subjected to potential aircraft crash incidents. FAA operational procedures must also be adhered to for all arriving and departing aircrafts. In the event that an incident does occur, Fire Station 31 has an aircraft rescue and firefighting unit that serves as a responder to aircraft crash incidents. Response time to the airport is approximately 5 minutes.

## **EMERGENCY RESPONSE**

### **EMERGENCY SERVICES**

At the field level, County departments respond to emergency incidents in Wasco's incorporated areas. Some of these departments, including Emergency Medical Services (EMS)/private ambulances, the Department of Public Health (DPH), and Environmental Health Services (EHS), provide services on a citywide basis and respond to emergency incidents in incorporated cities, including Wasco, as well as in unincorporated areas. City field response units report to their respective Department Operations Center (DOC) directly or through a discipline-specific or assigned Communications/Dispatch Center.

A number of external nongovernmental agencies are also involved in the response effort at the city level, including the American Red Cross, Salvation Army, and Radio Amateur Civil Emergency Services (RACES) radio operators. Given the key roles that these three entities play in providing direct, hands-on support in the City, each has one or more agency representatives pre-assigned to physically report to the City's Emergency Operations Center (EOC), or to the appropriate City DOC as the incident requires, to coordinate response and recovery efforts with City EOC Operations Section staff. If the agency or entity supports a particular function (e.g., the Red Cross provides mass care and shelter), its representative will be assigned to that function, together with assigned City staff. If the agency or entity supports several functions, its representative is usually part of the agency representative function in the Management Section. Map 7.7 locates the Fire Station and Sheriff's Department in Wasco.

### **EMERGENCY OPERATIONS PLAN**

The City of Wasco developed its Emergency Operations Plan (EOP) in 2009. Emergency management and preparedness is done in compliance with the California Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS). During an emergency, City personnel reference the City's EOP for proper response protocols, depending on the incident.

### **EVACUATION ROUTES**

The City's circulation network is based on a grid pattern. Based on this circulation pattern, it is anticipated that the following arterial/collector roadways would be used as evacuation routes out of the city:

#### **EAST–WEST**

- SR 46
- Kimberlina Road
- Poso Drive
- Jackson Avenue
- McCombs Avenue

#### **NORTH–SOUTH**

- SR 43/ F Street
- Scofield Avenue
- Magnolia Avenue
- Palm Avenue

Map 7.8 shows these evacuation routes. Utilization of these routes would occur on a case-by-case basis, depending on the location and severity of the emergency incident.

Map 7.6 Airspace Plan

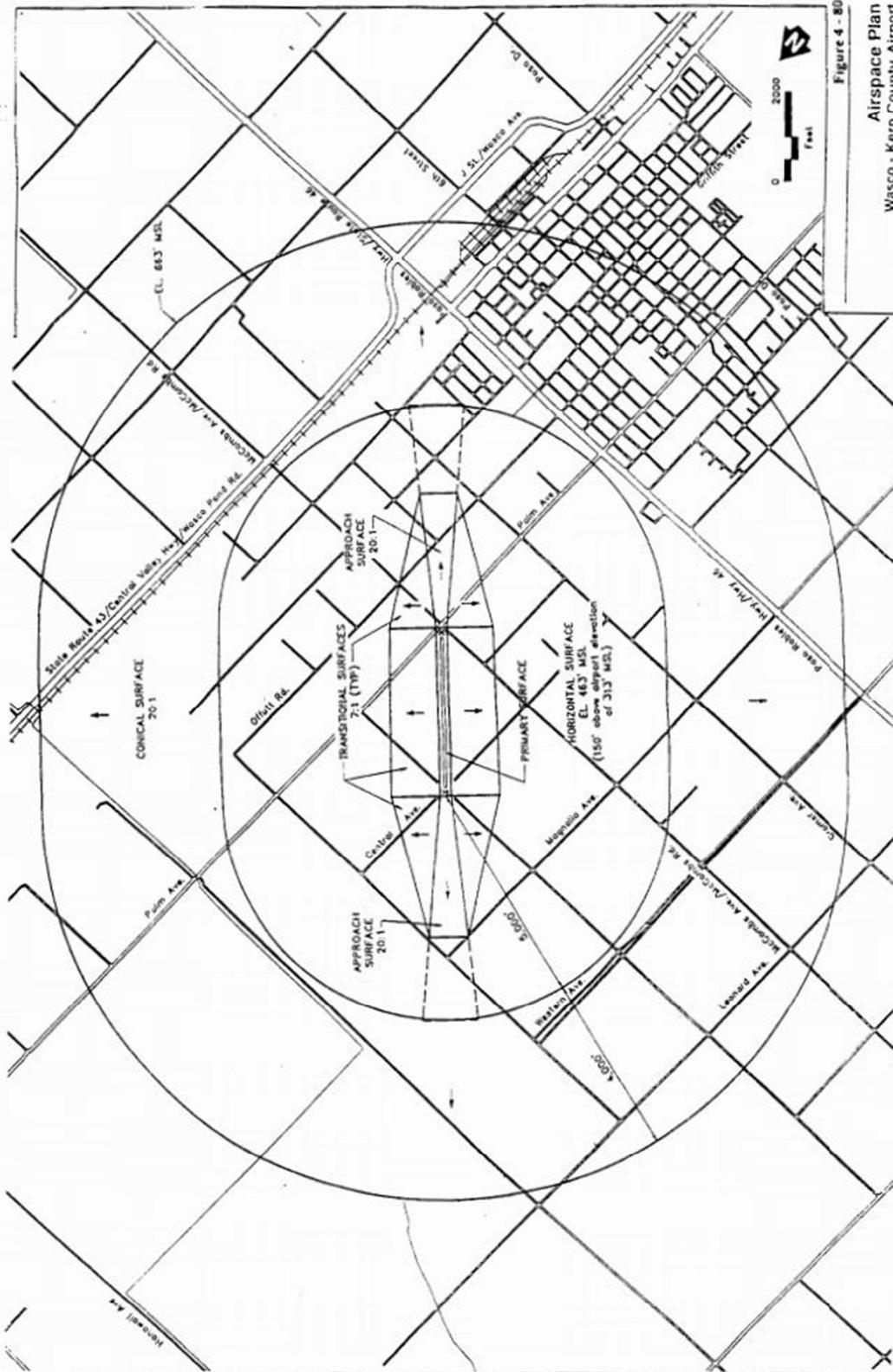
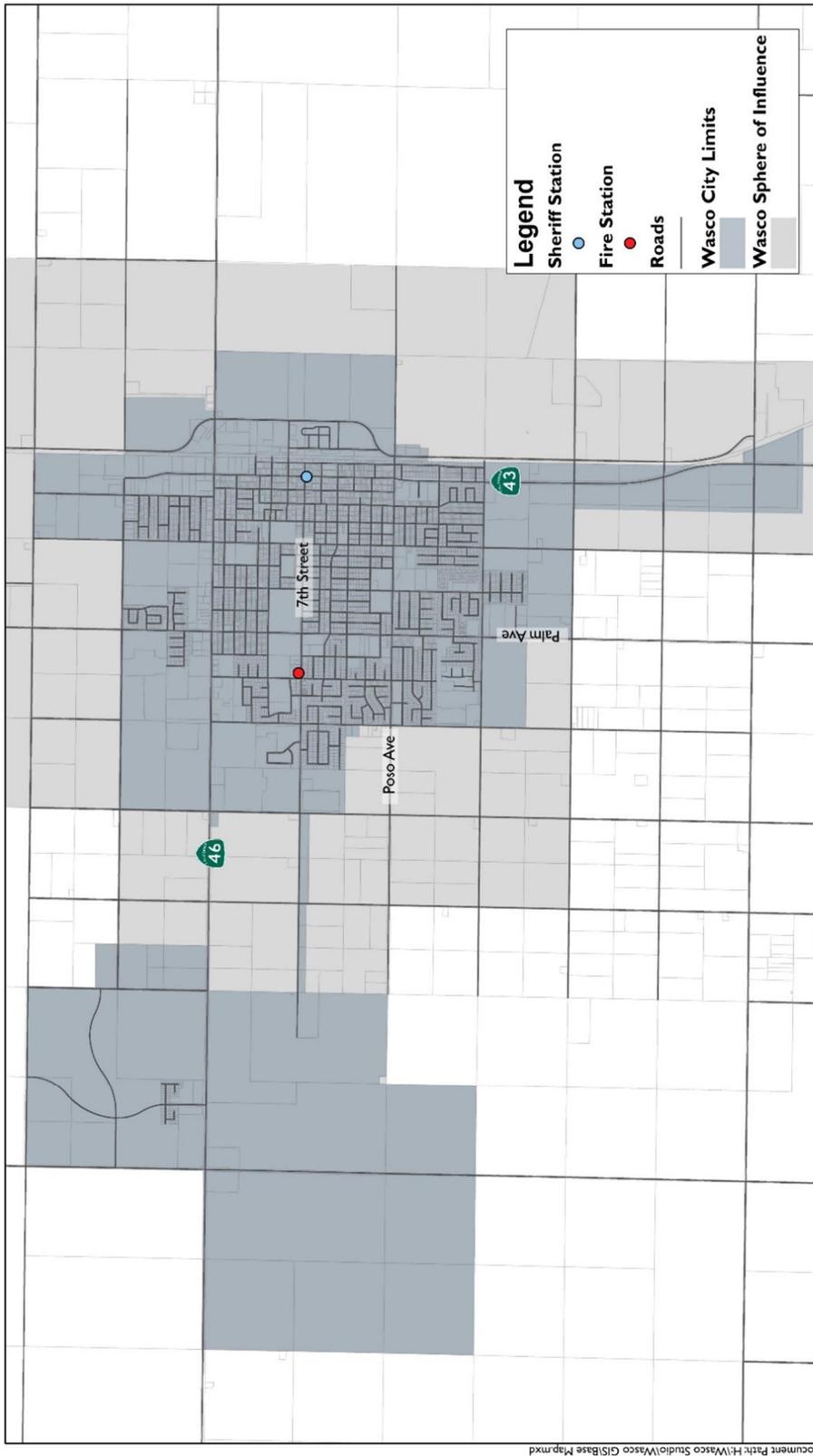


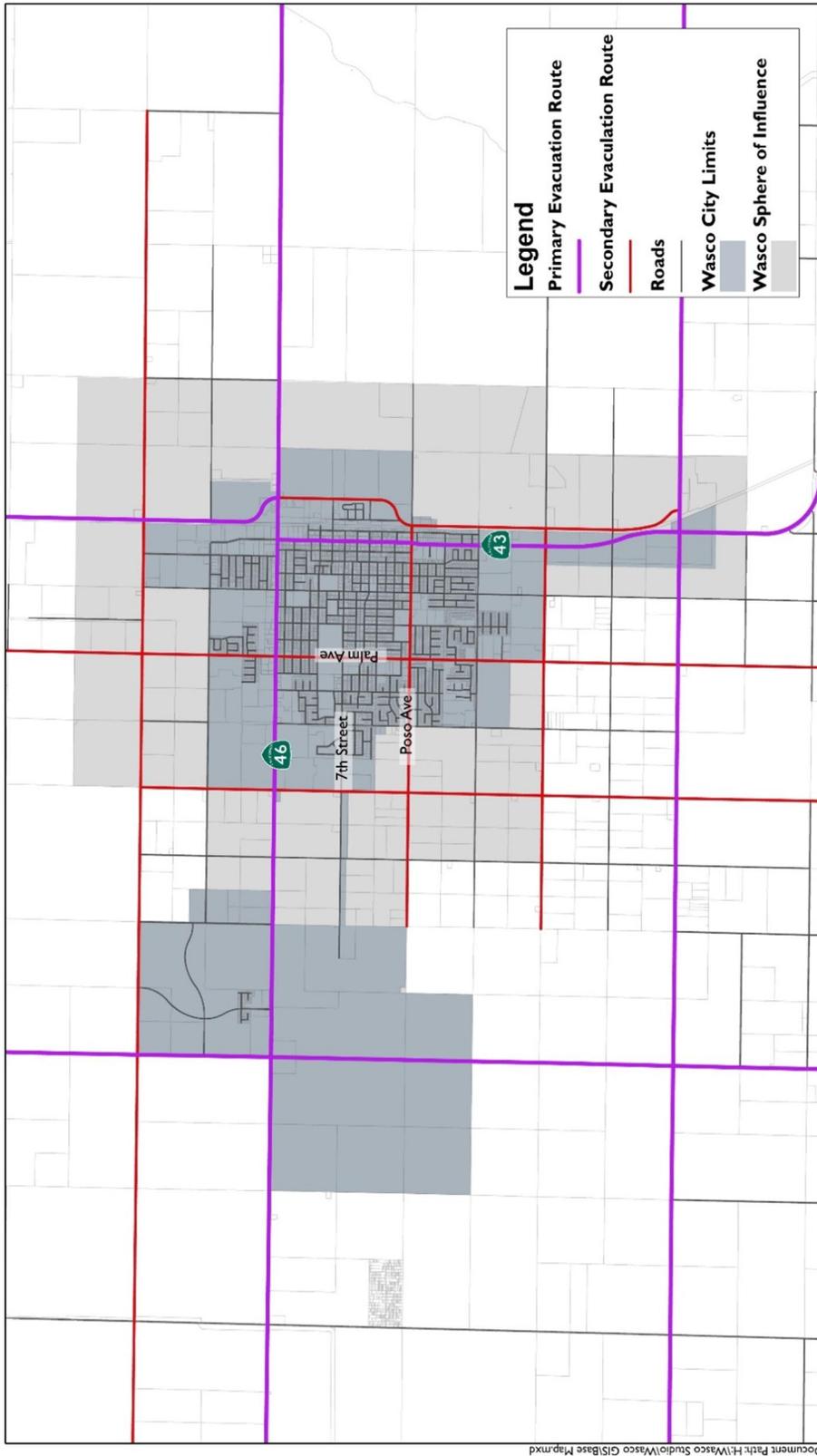
Figure 4 - 80

Airspace Plan  
Wasco - Kern County Airport

Map 7.7 Sheriff and Fire Station Map



Map 7.8 Evacuation Route Map



# Evacuation Routes Map

Safety Element



Source: City of Wasco, Kern County GIS



Document Path: H:\Wasco Studio\Wasco GIS\Map\Map.mxd

## **HIGH SPEED RAIL HAZARDS**

The California High Speed Rail line is planned to traverse the City of Wasco as part of the Sacramento to Bakersfield portion of the California High Speed Rail Authority's project. Impacts of this project, if built, could potentially create additional safety hazards to the City of Wasco. Hazards can include the potential for train derailments, noise, and land use impacts on industrial and residential sectors.

## ***Safety Goals, Policies and Implementation Actions***

---

### **GOALS**

#### **SA GOAL 1.**

A safe community protected from natural and man-made hazards.

The following policies and actions are intended to implement these goals:

### **POLICIES AND ACTIONS**

#### **SA POLICY 1**

Establish procedures and protocols in the city that reduce the potential for disasters and allow the City to proactively address hazardous concerns.

##### *SA ACTION 1.1*

Incorporate new and updated hazards information relevant to the City of Wasco into the Safety Element, Emergency Operations Plan, and/or Local Hazard Mitigation Plan, as appropriate.

##### *SA ACTION 1.2*

Review public safety infrastructure and staff resources as new development is planned or proposed in the City of Wasco Planning Area.

##### *SA ACTION 1.3*

Investigate and pursue additional available funding sources to fund safety programs, provide services, upgrade/construct facilities, and purchase equipment.

##### *SA ACTION 1.4*

Conduct community education efforts via local media coordination, City-sponsored activities and events, and other methods to reach the broader community.

#### **SA POLICY 2**

Decrease the potential risks associated with geologic hazards in Wasco through the planning and development process.

##### *SA ACTION 2.1*

Identify and address potential hazards during planning activities associated with proposed development and/or improvement projects.

##### *SA ACTION 2.2*

Require the preparation of a geologic/geotechnical investigation (performed by a certified engineering geologist and/or geotechnical engineer) for all new development or redevelopment projects located in areas of potential hazards. The investigation should include adequate analysis and appropriate mitigation of potential hazards to the satisfaction of the City Engineer or his/her

designee. Special consideration should be given to terrain, soils, slope stability, and erosion issues, where applicable.

### SA POLICY 3

Reduce the effects of seismic hazards impacting the city by requiring adherence to the most up to date regulations, requirements, and standards associated with the planning, building and infrastructure construction process.

#### *SA ACTION 3.1*

Continue to adopt the most current version of the California Building Code to ensure the use of the most up to date seismic requirements in the State of California.

#### *SA ACTION 3.2*

Require roadway engineering standards that meet or exceed local, regional, state, and federal seismic requirements to reduce potential damage and maintain emergency access in the event of an earthquake.

#### *SA ACTION 3.3*

Require additional analysis for development in areas susceptible to secondary seismic impacts (liquefaction, land-sliding, subsidence, etc.) to determine the potential risk from these hazards and identification of mitigation measures, to the satisfaction of the City Engineer or his/her designee.

### SA POLICY 4

Provide adequate flood hazard mitigation to reduce the potential risk associated with flooding and floodplain hazards in Wasco.

#### *SA ACTION 4.1*

Design and construct appropriate surface drainage and flood control facilities as funding permits.

#### *SA ACTION 4.2*

Prevent incompatible land uses and development within the 100-year and 500-year floodplains, and prohibit residential development within the regulatory floodway.

#### *SA ACTION 4.3*

Identify natural drainage courses and designate drainage easements to allow for their preservation or for the construction of necessary drainage facilities to protect community health, safety, and welfare.

#### *SA ACTION 4.4*

Promote low impact development techniques such as pervious paving, on-site groundwater recharge, rainwater harvesting, minimization of building footprints, and bio-retention to improve defensive measures against storm events and stormwater pollution.

### SA POLICY 5

Promote planning, design, and construction techniques in the city that minimize fire-related hazards and reduce risk to life and property.

#### *SA ACTION 5.1*

Ensure that new and existing developments have an adequate water supply and access for fire protection and evacuation purposes. Emergency water supply should be accommodated through the use of aboveground storage reservoirs that can provide adequate fire flows if electric power is unavailable.

*SA ACTION 5.2*

Require that all new residential subdivisions provide adequate access for emergency vehicles and resident evacuation. Work with the Kern County Fire Department to ensure adequate levels of fire protection service and fire protection facilities are available for new and existing residents.

*SA ACTION 5.3*

Assess all new developments located in or adjacent to agricultural areas to determine their vulnerability to fire and/or potential as a source of fire.

*SA ACTION 5.4*

Work cooperatively with the Kern County Fire Department to reduce fire hazards associated with older buildings, multi-family housing, and fire-prone industrial facilities throughout the city.

**SA POLICY 6**

Promote preventive measures, maintenance, and community education and involvement to reduce risk associated with urban and rural fires in Wasco.

*SA ACTION 6.1*

Promote weed abatement to reduce fire hazards on private properties. Consider the use of grazing animals to conduct weed abatement activities on public and private properties.

*SA ACTION 6.2*

Promote public safety education programs through the Kern County Fire Department to reduce accidents, injuries, and fires, as well as to train members of the public to respond to emergencies.

*SA ACTION 6.3*

Utilize weed abatement procedures to ensure dedicated open space and undeveloped areas meet specifications for fire safety.

**SA POLICY 7**

Protect residents and businesses in the community from the harmful effects of hazardous materials, hazardous waste, and environmental contamination, to the greatest extent possible.

*SA ACTION 7.1*

Work with Kern County Environmental Health to promote the safe handling of hazardous wastes and hazardous materials so that waste reduction through alternative technology is the first priority, followed by recycling and on-site treatment, with disposal as the last resort.

*SA ACTION 7.2*

Coordinate with the Kern County Fire Department on the response procedures associated with a release or threatened release of a hazardous material in the city.

*SA ACTION 7.3*

Locate potentially hazardous facilities and operations in areas that would reduce exposure of the public to a significant risk of injury, loss of life, or property damage.

*SA ACTION 7.4*

Work with local waste handlers to provide public education materials to raise public awareness of appropriate disposal for household hazardous waste, and publicize collection events and locations.

*SA ACTION 7.5*

Review new development or redevelopment projects located on sites with known and/or potential hazards to ensure hazards have been identified and remediated in accordance with applicable regulatory requirements.

## SA POLICY 8

Minimize threats to public health and safety and the environment posed by a release of hazardous materials.

### *SA ACTION 8.1*

Require new development that will generate hazardous wastes or utilize hazardous materials to identify hazardous waste reduction, recycling, and storage areas on site plans.

### *SA ACTION 8.2*

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

### *SA ACTION 8.3*

Periodically review and amend the appropriate ordinances that regulate the storage and handling of hazardous materials to conform to the standards and definitions of the state and other regulatory agencies.

### *SA ACTION 8.4*

Continue to monitor the operations of businesses and individuals that handle hazardous materials through the planning and business permit processes.

### *SA ACTION 8.5*

Designate appropriate transportation routes for the movement and transport of hazardous materials within and through the city.

### *SA ACTION 8.6*

Require that new pipelines and other conduits carrying hazardous materials avoid residential areas and other sensitive land uses to the greatest extent possible. Where necessary, establish appropriate setbacks to existing facilities to reduce exposure to potential incidents in the future.

## SA POLICY 9

Promote collaboration with businesses, utility providers, and local, state, and federal agencies to identify and effectively respond to hazardous materials cleanup and remediation.

### *SA ACTION 9.1*

Work with the appropriate local, state, and federal agencies to identify previously unidentified contaminated sites in the city, particularly on sites with a high likelihood of past contamination, such as old gas stations or industrial sites, and work with the property owners and applicable agencies to remediate them.

### *SA ACTION 9.2*

Maintain cooperative relationships with chemical handlers, response agencies, and community representatives to ensure an informed and coordinated response to chemical emergencies.

## SA POLICY 10

Facilitate safe and responsible development in the vicinity of Wasco Airport.

### *SA ACTION 10.1*

Coordinate with the Kern County Department of Airports on future development projects associated with or located in the vicinity of Wasco Airport.

### *SA ACTION 10.2*

Review development and redevelopment projects for consistency with the Kern County Airport Land Use Compatibility Plan (ALUCP).

*SA ACTION 10.3*

Refer discretionary development within the Airport Compatibility Zones to the Kern County Airport Land Use Commission for consistency review with the Kern County Airport Land Use Compatibility Plan (ALUCP).

*SA ACTION 10.4*

Require development projects within the Airport Hazard Zones to comply with Part 77 of the Federal Aviation Regulations (objects affecting navigable airspace).

**SA POLICY 11**

Work closely with Kern County service providers to establish effective response and recovery efforts for major emergencies and/or disasters.

*SA ACTION 11.1*

Maintain an up-to-date Emergency Operations Plan (EOP) in partnership with the Kern County Fire Department, California Office of Emergency Services (formerly Cal EMA), and other agencies.

*SA ACTION 11.2*

Work with the Kern County Fire Department to support a centralized, safe, secure, and technologically advanced Emergency Operations Center (EOC).

*SA ACTION 11.3*

Conduct regularly scheduled disaster exercises with Police, Fire, City, and other agency employees.

*SA ACTION 11.4*

Conduct joint emergency and disaster preparedness exercises to test operational and emergency plans with other agencies.

[This page intentionally left blank]

## CHAPTER 8. AIR QUALITY ELEMENT

### *Introduction*

---

The Air Quality Element provides direction regarding the improvement of Wasco's local air quality through goals, policies and actions related to sources and standards that are under the City's jurisdiction and in compliance with AB 170. Since Air Quality is a regional issue as well, this element also provides direction regarding communication, cooperation and coordination with other agencies to improve air quality in the basin as a whole.

#### **A. Purpose and Requirements**

The Air Quality Element of the Wasco General Plan is to promote and protect public health and welfare. The City of Wasco is located in the San Joaquin Valley Air Basin (Basin), which does not meet many of the State and Federal air pollution standards. It is regulated by the San Joaquin Valley Air Pollution Control District (District). The District reports to the California Air Resources Board (CARB), which monitors the status of Air Basins in meeting Federal and State air standards. To alleviate these air quality impacts, Assembly Bill 170 was passed by the State of California, and requires cities and counties within the Basin to amend appropriate elements of General Plans to include goals, policies, and feasible implementation strategies to improve air quality.

### *Background and Setting*

---

#### **A. Topography**

The City of Wasco is located in the northern portion of Kern County, California, approximately twenty-five miles northwest of Bakersfield. Resting in the southern portion of San Joaquin Valley, the City is surrounded by coastal mountain ranges to the west, the Sierra Nevada Mountains to the east, and the Transverse Range to the south. Although mountain ranges surround the valley, the land in Wasco is generally flat and slopes gradually from east to west on a 0.2 percent slope.

#### **B. Climate**

Wasco, located in the San Joaquin Valley Air Basin, has an "inland Mediterranean" climate and is characterized by long, hot, dry summers and short, foggy winters. Sunlight can be a catalyst in the formation of some air pollutants (such as ozone); the Basin averages over 260 sunny days per year. At the meteorological station located in Wasco, the maximum daily average temperatures (approximately 100 degrees Fahrenheit [°F]) occur in July. The lowest average high temperatures (35°F) occur in December and January. Tule fog is a common occurrence during the winter months, often lasting for extended periods of time. Prevailing winds typically occur from the Northwest at an average speed of 5 to 10 miles per hour.

### *Airflow and Inversions*

---

The movement of air in the San Joaquin Valley Air Basin has a major impact on air quality throughout Wasco and Kern County. In the San Joaquin Valley, the wind typically flows south-southeast through the southern portion of Kern County. Wasco is located at the southern end of the Basin and thus sees some of the highest air pollutant concentrations in the Basin. In the summer, air pollutants are transported from the north to the south, and in a reverse flow in the winter. Since air pollution does not have any jurisdictional boundaries, pollutants in the northern portion of the Basin can be transported by airflow to the southern basin, thereby increasing the concentration of pollutants. The Basin is ringed on three sides by mountains contributing to pollutant concentration.

Temperature inversions are also very common in the Basin. Inversions occur when warm air sits over cooler air, trapping the cooler air close to the ground. Normally, air temperatures cool as elevation increases, with warmer air closer to the ground. In an inversion, the trapped air prevents any pollutants from rising, and the mountains surrounding the San Joaquin Valley prevent the pollutants from dispersing horizontally. During inversions, air pollution concentrations increase. Inversions cause haziness, pollutant “hot spots,” and chemical compound reactions which can result in the formation of ozone.

## **CLIMATE CHANGE & GREENHOUSE GASES**

In recent years there has been heightened awareness to the global increase in greenhouse gas emissions (GHGs), which can impact the planet and human health. The earth’s climate has been evolving for millions of years and has experienced both warm trends and ice-age cycles. While the climate has been relatively stable, the past 50 years have indicated a warming trend which most climate scientists, based on extensive investigation in a number of different fields, believe is not attributable to nature alone (United States Environmental Protection Agency, 2014). The United States, as well as the State of California, are developing policy statements, adaptation plans, and policies to address this global issue.

### ***State and Federal Standards***

---

#### **FEDERAL REGULATIONS:**

##### *FEDERAL CLEAN AIR ACT*

To protect public health and welfare, the Environmental Protection Agency (EPA) set National Ambient Air Quality Standards (NAAQS) for common and widespread pollutants. The “criteria” air pollutants include ozone, carbon monoxide, particulate matter (2.5 and 10), sulfur dioxide, nitrogen dioxide, and lead. The EPA regulates these pollutants by developing human health-based and/or environmentally based criteria which determine permissible levels of pollution. The standards for these pollutants include the primary standards, which are based on human health, and secondary standards, which are based on a set of limits intended to prevent property and environmental damage. The NAAQS are listed for the six “criteria” pollutants in Table 8.1.

In December 2009, under Section 202(a) of the Federal Clean Air Act, it was determined that six key well-mixed greenhouse gases constitute a threat to public health and welfare, and that combined emissions from motor vehicles cause and contribute to climate change (EPA, 2009). Based on these findings, in April 2010, the EPA finalized the light-duty vehicle rule controlling GHG emissions. Beginning in 2011, any 2012 model year vehicles became subject to rule requirements including miles per gallon targets. This policy is discussed in further detail in the subsequent federal regulatory section. Thresholds were also set for GHG emissions at new and existing industrial facilities.

#### **NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA) AND ENVIRONMENTAL PROTECTION AGENCY**

##### *NATIONAL PROGRAM FOR GHG AND FUEL ECONOMY STANDARDS*

Under a partnership between the NHTSA and EPA, coordinated steps have been made to enable and encourage the production of a new generation of clean vehicles through reduced GHG emissions and improved fuel use for on-road vehicles and engines. The EPA’s 2012 to 2016 average vehicle fleet wide standard is 35.5 miles per gallon for passenger cars, light-duty trucks, and medium-duty passenger vehicles. The recently expanded program now sets EPA’s standards in model years 2017 through 2025 at 54.5 mpg. The program for heavy-duty vehicles and engines is also planned to be extended beyond model year 2018. These regulations are important to Wasco since motor vehicles are a major source of nitrogen oxide and carbon monoxide pollution.

**Table 8.1 National Ambient Air Quality Standards**

Pollutant	Primary/Secondary	Averaging Time	Concentration	Regulation Standard
Ozone (O <sub>3</sub> )	Primary and Secondary	8 Hour	0.075 ppm	Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years
PM 10	Primary and Secondary	24 Hour	150 micrograms per cubic meter	Not to be exceeded more than once per year on average over 3 years
PM 2.5	Primary and Secondary	Annual	15 micrograms per cubic meter	Not to be exceeded
		24-Hour	35 micrograms per cubic	98th percentile, averaged over 3 years
Carbon Monoxide (CO)	Primary	1 Hour	35 ppm	Not to be exceeded more than once per year
		8 Hour	9.0 ppm	
Nitrogen Dioxide (NO <sub>2</sub> )	Primary	1 Hour	100 ppb	98th percentile, averaged over 3 years
	Primary and Secondary	Annual	53 ppb	Annual Mean
Sulfur Dioxide (SO <sub>2</sub> )	Primary	1 Hour	75 ppb	99th percentile of 1 Hour daily maximum concentrations, averaged over 3 years
	Secondary	3 Hour	0.5 ppm	Not to be exceeded more than once per year
Lead	Primary and Secondary	Rolling 3 month average	0.15 micrograms per cubic meter	Not to be exceeded
Sulfates Hydrogen Sulfide Visibility Reducing Particles		No National Standards		

*United States, EPA, NAAQS, 2013.*

**Key:**

Primary standards-public health protection  
 Secondary standards-public welfare protection  
 ppm – parts per million  
 ppb – parts per billion

**STATE REGULATIONS:**

## CALIFORNIA AIR RESOURCES BOARD

### *CALIFORNIA CLEAN AIR ACT*

California Air Resources Board (CARB) is responsible for monitoring and regulating each of California's 35 air districts. The Clean Air Act provides a planning framework for attainment of the California Ambient Air Quality Standards (CAAQS). California Health and Safety Code Section 39607 (a-f) designates CARB to regulate each basin, and determine whether they meet attainment or nonattainment standards. For areas with nonattainment status, attainment plans are required to demonstrate a five percent per year reduction, averaged every consecutive three-year period. CARB standards for criteria air pollutants are often stricter than the Federal NAAQS.

In addition to the six criteria air pollutants monitored by the EPA, CARB has set standards for three additional air pollutants. Those include sulfates, hydrogen sulfide, and visibility reducing particles. Table 8.2 shows the CAAQS for all nine pollutants.

### *CALIFORNIA STATE ASSEMBLY BILL (AB) 170*

AB 170 was passed in 2003 and requires cities and counties in the San Joaquin Valley to amend appropriate elements of their General Plan to include data, analysis, comprehensive goals, policies, and feasible implementation strategies to improve air quality no later than one year after the first revision of their Housing Elements after 2004. Many San Joaquin Valley general plan documents already address air quality issues and support policies that aim to improve current conditions; however, implementation programs are also monitored and encouraged.

## **CALIFORNIA AIR RESOURCES BOARD**

**AB 4420:** In September 1988, The California Energy Commission (CEC) was statutorily directed to prepare and maintain the inventory of greenhouse gas (GHG) emissions and to study the impacts of GHGs and climate change on the State's energy supply and demand, economy, environment, agriculture, and water supplies. The CEC was also required to draft recommendations for addressing, reducing, and mitigating related impacts, and to coordinate research with federal, state, academic, and industry research projects.

**AB 1493:** In July 2002, The "Paley" bill required the registry, in consultation with the State Air Resources Board, to adopt procedures and protocols for the reporting and certification of reductions in GHG emissions from mobile sources for use by the State Board in granting emission reduction credits. This bill required the State Board to develop and adopt, by January 1, 2005, regulations that achieve the maximum feasible reduction of GHG emitted by passenger vehicles and light-duty trucks.

**AB 32:** The California Global Warming Solutions Act of 2006 required the Air Resources Board (ARB) to adopt a statewide GHG emissions limit equivalent to the statewide GHG emissions limit. AB 32 requires that 1990 emissions levels be achieved by 2020. AB 32 also requires the ARB to adopt regulations that require the reporting and verification of statewide GHG emissions, and monitor and enforce compliance with this program. AB 32 directs a Climate Action Team established by the Governor to coordinate the efforts set forth under Executive Order S-3-05 to continue its role in coordinating overall climate policy.

**SB 375:** The Sustainable Communities & Climate Protection Act of 2008 requires the ARB to develop regional GHG emission reduction targets for passenger vehicles. ARB is to establish targets for 2020 and 2035 for each region covered by one of the State's 18 metropolitan planning organizations (MPO). Each of California's MPOs must prepare a Sustainable Communities Strategy (SCS) as an integral part of its regional transportation plan (RTP). The SCS should contain housing, land use, and transportation strategies that would allow the region to meet the regional GHG targets (CARB, 2014).

**Table 8.2 State Ambient Air Quality Standards**

Pollutant	Averaging Time	Concentration	Regulation Standard
Ozone (O <sub>3</sub> )	1 Hour	0.09 ppm	Not to be exceeded
	8 Hour	0.070 ppm	
PM 10	24 Hour	50 micrograms per cubic meter	Not to be exceeded
	Annual	20 micrograms per cubic meter	
PM 2.5	Annual	12 micrograms per cubic meter	Not to be exceeded
Carbon Monoxide (CO)	1 Hour	20 ppm	Not to be exceeded
	8 Hour	9.0 ppm	
Nitrogen Dioxide (NO <sub>2</sub> )	1 Hour	0.18 ppm	Not to be exceeded
	Annual	0.030 ppm	
Sulfur Dioxide (SO <sub>2</sub> )	1 Hour	0.25 ppm	Not to be exceeded
	Annual	0.04 ppm	
Lead	30-Day Average	1.5 micrograms per cubic meter	Not to be equaled or exceeded
Sulfates	24 Hour	25 micrograms per cubic meter	Not to be equaled or exceeded
Hydrogen Sulfide	1 Hour	0.03 ppm	Not to be equaled or exceeded
Visibility Reducing Particles	8 Hour	See Note 1	Not to be exceeded

*CARB Ambient Air Quality Standards, 2013*

Note 1. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

## Attainment Status

Wasco is located in Kern County and is therefore under the jurisdiction of the San Joaquin Valley Air Pollution Control District. Kern County has some of the worst air quality in the State and Country. In the 2014 American Lung Association’s State of the Air Assessment, Kern County was rated as one of the counties with the worst air pollution. The County is in the top five most polluted U.S. counties for 24 hour PM 2.5, annual PM 2.5, and ozone. As shown in Error! Reference source not found., Kern County did not meet California air quality standards for ozone, PM 10, and PM 2.5, which are some of the most harmful air pollutants to human health.

In 2013, the CARB released estimated annual air basin emissions data for mobile source, area wide, and stationary emission sources. Error! Reference source not found. shows a summary of these estimated emissions organized by emissions source and pollutant. According to the report, the main sources of total organic gases (TOG) and reactive organic gas (ROG) emissions are from waste disposal, petroleum production (stationary sources), and farming operations (area wide). The main sources of carbon monoxide are from on road motor vehicles, especially light duty passenger vehicles and medium duty trucks (mobile sources). Nitrogen oxides were most heavily emitted from on road motor vehicles, with higher concentrations from heavy duty diesel trucks (mobile source). Lastly, farming operations and wind dust were the largest sources of particulate matter throughout the County.

**Table 8.3 Kern County Federal and State Air Quality Standards Attainment Status, 2013**

**Table 8.3 Kern County Federal and State Air Quality Standards Attainment Status, 2013**

Pollutant	State Standard	Federal Standard
Ozone	Nonattainment	Nonattainment
PM 10	Nonattainment	Attainment
PM 2.5	Nonattainment	Nonattainment
Carbon Monoxide	Attainment	Unclassified/Attainment
Nitrogen Dioxide	Attainment	Unclassified/Attainment
Sulfur Dioxide	Attainment	Attainment
Sulfates	Attainment	
Lead	Attainment	Unclassified/Attainment
Hydrogen Sulfide	Unclassified	
Visibility Reducing Particles	Unclassified	

CARB website, accessed 2014

Nonattainment: one or more violations in the last year

Attainment: no violations within the last three years

Unclassified: an area with insufficient data

**Table 8.4 Kern County Annual Average Air Basin Emissions Summary, 2012**

2012 Estimated Kern County (SJVAPCD) Annual Average Air Basin Emissions Summary								
Emissions Source	Average Criteria Pollutant Emissions (Tons/day)							
	TOG	ROG	CO	NOX	SOX	PM	PM 10	PM 2.5
Area Wide Emissions	100.1	21.8	8.9	1.5	0	70.5	35	6.5
Stationary Emissions	266.6	44	11.6	9.6	2.2	6.8	5	4
Mobile Source Emissions	15.9	14.5	131.5	61.2	0.3	3.4	3.4	2.5
Total	382.6	80.3	152	72.3	2.5	80.7	43.4	13

California Air Resources Board, 2012

# ***Air Quality Goals, Policies and Implementation Actions***

---

## **GOALS**

### **AQ GOAL 1.**

Improved local air conditions.

### **AQ GOAL 2.**

Enhanced communication, cooperation and coordination with other agencies to improve air quality in the basin as a whole.

The following policies and actions are intended to implement these goals:

## **POLICIES AND ACTIONS**

### **AQ POLICY 1**

Examine and mitigate the air quality impacts of local development proposals

#### *AQ ACTION 1.1*

Communicate and consult with the local Air District regarding the air quality impacts of development proposed in the City of Wasco.

#### *AQ ACTION 1.2*

Communicate and coordinate with the local Air District and project applicants to develop innovative and effective mitigation measures to reduce air quality impacts.

#### *AQ ACTION 1.3*

Monitor implementation of mitigation measures in coordination with the local Air District through appropriate mitigation monitoring programs.

#### *AQ ACTION 1.4*

Require new development to construct infrastructure to accommodate bike, pedestrian and transit transportation modes in accordance with the City of Wasco General Plan Circulation Element and other applicable City plans.

### **AQ POLICY 2**

Improve existing air conditions and minimize future emissions to the greatest extent possible

#### *AQ ACTION 2.1*

Work with the Wasco Recreation and Parks District to develop a City-wide tree planting and maintenance program in accordance with the City of Wasco General Plan Conservation and Open Space Element and other applicable District and City plans.

#### *AQ ACTION 2.2*

Identify and seek financing opportunities for tree planting

#### *AQ ACTION 2.3*

Plant and maintain trees in streets and parks in accordance with the City of Wasco General Plan Conservation Element and other applicable City and District plans.

*AQ ACTION 2.4*

Identify and seek financing opportunities for construction of active transportation facilities in accordance with the City of Wasco Circulation Element and other applicable City plans.

*AQ ACTION 2.5*

Continue to identify and seek funding to promote active transportation through programs like bike rodeos.

*AQ ACTION 2.6*

Consider air quality when planning future land uses in order to minimize exposure to toxic air pollutant emissions from industrial and other sources.

**AQ POLICY 3**

Incorporate sustainable city maintenance and operation practices to serve as a model for the private sector

*AQ ACTION 3.1*

Identify and seek financing to replace conventional, gasoline burning vehicles with clean fuel or electric vehicles.

*AQ ACTION 3.2*

Identify and pursue financing for and opportunities to use alternative energy sources for City operations.

*AQ ACTION 3.3*

Pursue LEED certification on all new city building projects.

**AQ POLICY 4**

Continue communication, cooperation and coordination with other regional agencies to improve air quality in the region as a whole

*AQ ACTION 4.1*

Coordinate regional planning efforts with other local, regional and state agencies, including Kern County, Kern Council of Governments and the San Joaquin Valley Unified Air Pollution Control District.

*AQ ACTION 4.2*

Attend and participate in meetings and work groups with other local, regional and state agencies and the San Joaquin Valley Unified Air Pollution Control District as required to support a coordinated effort in the improvement of air quality.

*AQ ACTION 4.3*

Promote and expand programs that educate the public about regional air quality issues, opportunities and solutions.

## CHAPTER 9. ECONOMIC DEVELOPMENT ELEMENT

### *Introduction*

---

The Economic Development Element is an optional Element of the General Plan. The City's economy plays an important role in the physical development of the planning area and the stability of the tax base. This element establishes policies and actions that provide general direction on how the City can focus resources to retain local business, attract new industry, support the local tax base and sustain the ability to provide public services for current and future residents.

#### **A. Purpose and Requirements**

According to the Governor's Office of Planning and Research (2003), the structure of a city's economy plays a significant role in the physical development of the planning area and the stability of the local tax base. Consequently, economic development is ideally utilized to maintain and optimize the economic character of the community, meanwhile providing for a stable annual budget. OPR (2003) states that an effective economic development element should establish policies that provide general direction to local government on how the community can achieve the focusing of resources to retain local businesses, attraction of new industries, supporting the local tax base, and sustaining the ability of the City to provide public services for current and future residents. Economic Development, while vital for creating employment opportunities and fiscal growth, is instrumental in the physical configuration and layout of a community. To balance housing needs and revenue-generating land uses, adequate land and space must be distributed and stipulated for commercial and entertainment uses.

### *Background and Setting*

---

#### **A. Employment and Demographic Trends**

The main employment industries in the City are agriculture, education, retail trade, public administration, transportation and warehousing, wholesale trade, arts, entertainment, and recreation. Compared to Kern County, Wasco is considered specialized in the Public Administration, and Agriculture sectors with higher shares of jobs in these sectors than the County.

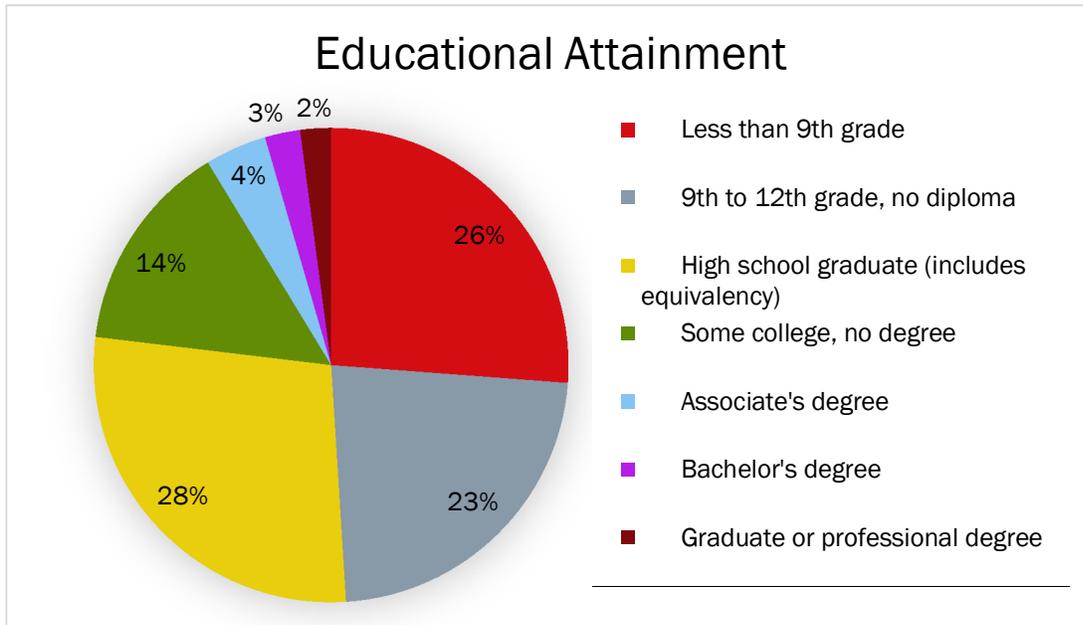
#### **B. Labor Force**

In 2011 the City achieved a ratio of 0.47 jobs per resident-in-labor-force, which was its highest over the previous half decade. The shortage of local jobs is exacerbated by the fact that nearly 76 percent of the jobs in Wasco are occupied by workers who reside in other communities. According to the "Homefacts" web site, which tracked data since 2005, the unemployment rate in Wasco has ranged between 11.1% (September 2015) to 31.4% (March 2010). The current unemployment rate for Wasco is 11.1% in September 2015 (<http://www.homefacts.com/unemployment/California/Kern-County/Wasco.html>).

#### **C. Education**

Figure 9.1 shows the distribution of the educational attainment of Wasco residents as a percentage of population. The most common level of education is 'at least a high school diploma or equivalent', comprising 28 percent of residents. In total, 51 percent of the population of Wasco attained a high school diploma or higher. In 2013, approximately 15 percent of Wasco's workforce with various levels of education was unemployed. There is room thus to improve the educational level of a large proportion of the population to make them competitive in today's burgeoning economic sectors.

**Figure 9.1 Wasco's Educational Attainment, 2013**



Source: US Census Bureau, American Community Survey, 2013

## D. Economic Attractions

Wasco's economic attractions remain primarily within the agricultural sector in the form of specialty products like roses and nuts and with packaging and processing of agricultural products. A potential attraction is the proposed major retail outlet for the Wasco Center to serve the City and larger region.

### **Targeted Sectors**

Targeted sectors for growth include agricultural processing, agri-business and manufacture of inputs for the agricultural sector. Others include vocational trades and retail.

# ***Economic Development Goals, Policies and Implementation Actions***

---

## **GOALS**

### **ED GOAL 1.**

A vibrant, robust, and diversified local economy.

The following policies and actions are intended to implement this goal:

## **POLICIES AND ACTIONS**

### **ED POLICY 1**

Provide adequate infrastructure to support development of the City's Commercial and Industrial zoned lands.

#### *ED ACTION 1.1*

Identify infrastructure capacity requirements for projected commercial and industrial growth and seek funding to update the City's Infrastructure Master Plans to provide for phased capacity expansion.

#### *ED ACTION 1.2*

Prepare and implement a five-year Capital Improvement Program prioritizing construction and maintenance for all infrastructure facilities.

### **ED POLICY 2**

Proactively pursue development of commercial and industrial uses that will provide services and employment for Wasco residents.

#### *ED ACTION 2.1*

Continue to work in partnership with Kern Economic Development Corporation and other regional economic development organizations to attract and locate new commercial and industrial businesses in Wasco.

#### *ED ACTION 2.2*

Develop and distribute marketing materials to promote Wasco as a potential location for new commercial and industrial businesses.

#### *ED ACTION 2.3*

Continue to represent and promote Wasco as a viable location for new commercial and industrial businesses at industry conferences such as the International Council of Shopping Centers conference.

#### *ED ACTION 2.4*

Pursue funding to retain a retail recruitment firm to analyze and promote the City's primary retail areas.

#### *ED ACTION 2.5*

Continue to maintain an efficient and consistent regulatory environment including a predictable development process.

### **ED POLICY 3**

Maintain a favorable business environment for existing businesses within the City.

*ED ACTION 3.1*

Work with existing business owners to encourage the retention and expansion of existing businesses within the City.

*ED ACTION 3.2*

Coordinate with service providers to enhance high-speed communications infrastructure and service within the city to support business development and expansion, and support home-based work.

**ED POLICY 4**

Support the agricultural sector of our local economy.

*ED ACTION 4.1*

Provide for a variety of agriculture supported use in the City by reviewing and revising, as necessary, the City's industrial and commercial zoning classifications to accommodate a variety of permitted and conditional agricultural processing, equipment, and other similar support uses.

*ED ACTION 4.2*

Revise the Zoning Code to allow road-side farm stands for products grown on-site as a permitted use on agricultural use properties, regardless of underlying zoning classification.

# CHAPTER 10. PUBLIC FACILITIES ELEMENT

## *Introduction*

---

The Public Facilities Element describes services provided by the City of Wasco to residents and businesses and the infrastructure to support these services and discusses whether these services are adequate to meet the City's needs now and in the future. The services and facilities discussed include water, wastewater, solid waste management, utilities, emergency services, and public schools. The City's public facilities serve approximately 20,000 residents. The City is served by two public school districts: the Wasco Union Elementary School District and the Wasco Union High School District. The City provides services for police and fire protection and facilities for water and wastewater storage, pumping, and conveyance systems; and solid waste and recycling. Utilities and energy facilities are provided by utility companies.

The future provision of public facilities is driven by the goals, policies, and actions of the Public Facilities Element to address school conditions and capacity, and hire more police and fire personnel for adequate crime and fire hazard protection.

### **A. Purpose and Requirements**

The Office of Planning and Research (OPR) does not require cities in the State of California to prepare a public facilities element. OPR does suggest, however, the inclusion of such an element to provide a policy basis for both short and long term documents, such as the City's capital improvements program and annual capital budget.

The Public Facilities Element includes an overview of present and future capacities of public infrastructure and support systems that facilitate the overall function of the City and ensure healthy community growth. The Public Facilities Element is developed in consistency with Land Use, Circulation, and Housing for the analysis of capacities for future growth in the City. In addition, features of the public facilities programs overlap with the Community Design, Conservation, Open Space, and Safety elements. Public Facilities programs include partnership with local and regional service providers, analysis of equitable distribution, and the identification of costs of infrastructure changes and potential funding sources.

## ***Background and Setting***

---

### **A. Existing Facilities and Services**

The services and facilities available to the residents of Wasco include water, wastewater, waste management, utilities, emergency services, and public schools. The following subsections highlight them individually.

### **B. Water**

The City of Wasco relies on groundwater supplies for all water purposes within the City. Wasco's groundwater is supplied by Kern County Subbasin, a subbasin of the Tulare Lake Hydrologic Region. The City's water supply system consists of nine wells and a distribution system. Six of the wells are responsible for domestic and fire flow water supplies. Two of the wells, numbers 6 and 9, are both inactive due to high concentrations of nitrates. Well 6 also contains high concentrations of dibromochloropropane (DBCP), which exceed safe drinking water standards. Well number 2 is inactive as it only supplied irrigation water to the Valley Rose Golf Course. The combined capacity of the water wells in Wasco is currently 15,476 acre-feet per year (AFY). All wells are listed in Table 10.1, including location,

current status, and production capabilities. Map 10.1 shows the location of each well within the City of Wasco.

In the 2010 Urban Water Management Plan, the City projected that Wasco's service area will require 6,661 AFY by 2015, and 17,397 AFY by 2035. Table 10.2 summarizes planned water supplies through 2035, based on the 2010 water supply. In order to improve supply efficiency, the City has already installed several pipeline inter-ties and upgraded three of the well pumps in 2009, including a 300 horsepower pump with an emergency generator.

**Table 10.1 City of Wasco Water Wells**

Well #	Location	Pumping Capacity			
		Status	GPM	MGD	AFY
5	City Yard - 8th & F	Active	748	1.08	1,205
6	Santa Fe - H. St. between Roberts and Rouse	Inactive	0	0	0
7	4th & Poplar	Active	905	1.30	140
8	Poso St. & Griffith	Active	1,069	1.54	171
10	Iris St. & Griffith	Active	1,499	2.16	2,409
11	Oak & 11th	Active	1,426	2.05	2,300
12	McCombs & Griffith	Active	1,227	1.77	1,971
2	City Gold Course - Hwy. 46 & Leonard	Inactive	1,701	2.45	2,730
9	16th & G St.	Inactive	1,045	1.50	179
<b>Total Active Capacity</b>			<b>6,874</b>	<b>9.90</b>	<b>1,100</b>
<b>Total Standby</b>			<b>9,620</b>	<b>13.85</b>	<b>1,547</b>

Source: 2010 Urban Water Management Plan, Table 4-2, p 32

GPM- Gallons per minute

MGD- Million gallons per day

AFY-Acre feet per year

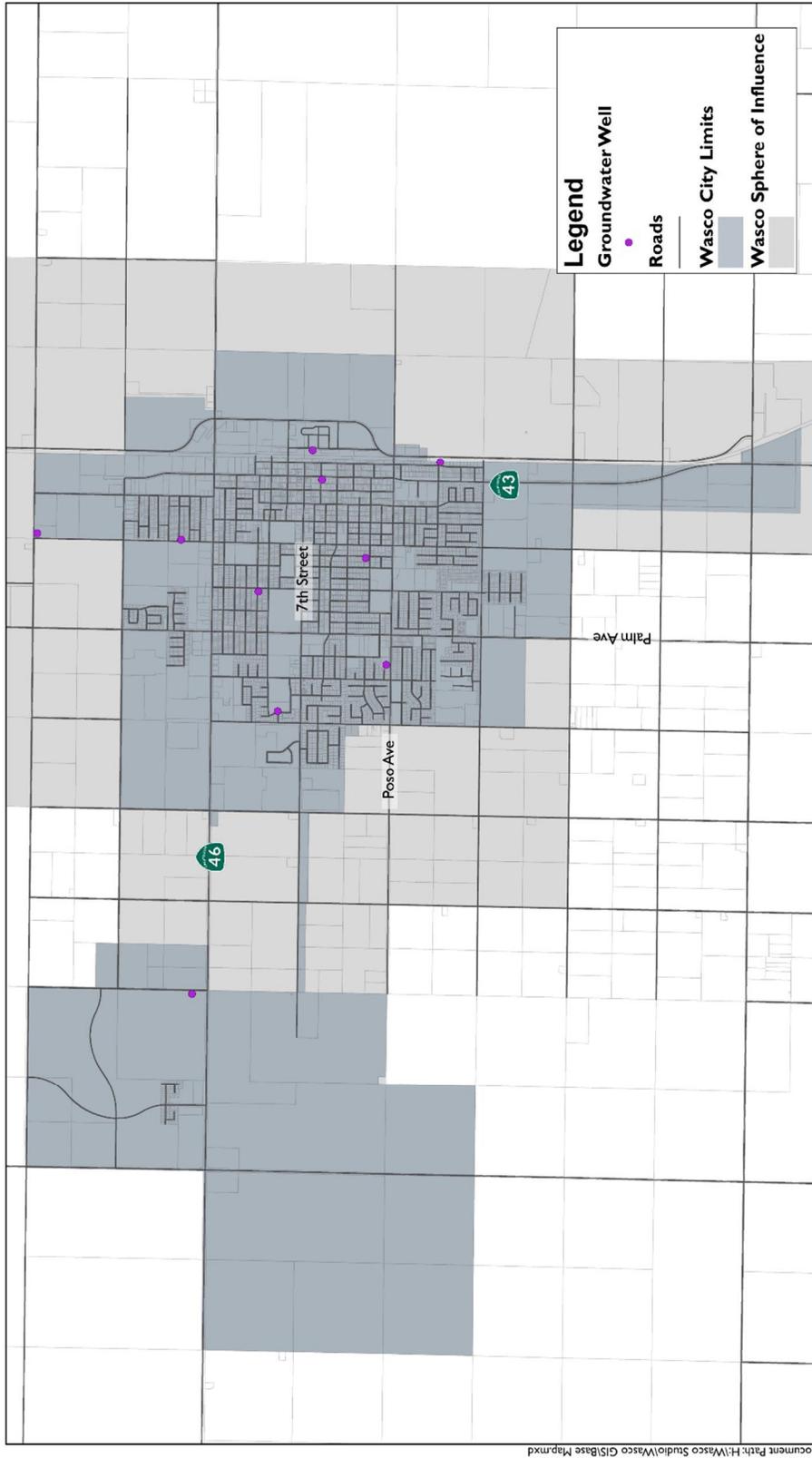
**Table 10.2 City of Wasco Current and Planned Water Supplies**

Water Supply Sources	2010	2015	2020	2025	2030	2035
<b>City Produced Groundwater</b>	4,861	6,661	8,925	11,469	14,293	17,397
<b>Recycled Water Used for Agricultural Irrigation (Adds to Groundwater Supply)</b>	1,866	3,246	3,978	4,710	5,443	6,175
<b>Transfers/ Exchanges In or Out</b>	0	0	0	0	0	0
<b>Desalination</b>	0	0	0	0	0	0
<b>Total</b>	<b>6,547</b>	<b>9,907</b>	<b>12,903</b>	<b>16,179</b>	<b>19,736</b>	<b>23,572</b>

Source: 2010 Urban Water Management Plan, Table 4-1, p 25

The Wasco Water Division operates and maintains the City's water well sites, water distribution system, customer water services, wastewater collection system, and all related activities in accordance with all rules and regulations. The Water Division is also designated as the City's first responder in the event of an emergency.

Map 10.1 Groundwater Well Location Map



# Groundwater Well Map

Public Facilities Element



Source: City of Wasco, Kern County GIS

Document Path: H:\Wasco Studio\Wasco GIS\Bases Map.mxd

### SUPPLY RELIABILITY

The City's local groundwater has yielded a safe and reliable water supply to meet historical water demand. The City's water conservation program, the "No Waste" Ordinance assists in ensuring a reliable water supply that meets Federal, State, and local standards. The most likely deficit to the water supply is contamination or aging water system infrastructure. A decrease in groundwater level due to reduced recharge could also pose a threat to the City's long term water supply. As a result, wells could dry up if they are unable to reach the groundwater supply. In order to assure a reliable water supply for the City's service areas, the City proposed the following improvements in 2010:

- The construction of a 3-million-gallon reservoir and well.
- Emergency generator for well number 7, allowing for pumping facilities to remain in operation during an extended power outage.
- Expansion of the Wastewater Treatment Plant from 3.0 MGD (million gallons per day) to 4.5 MGD. Recycled water from treatment of wastewater is used for agricultural irrigation, which adds to the groundwater supply (2010 Urban Water Management Plan, Table 4-1, p 25)

The City of Wasco has applied for a grant for the construction of the 3-million-gallon reservoir and well. This infrastructure would help meet future peak demands during summer months, as well as provide improvements for operational flexibility. It is estimated that in the next 20 years the water system will need to include up to 18 additional wells, an expanded distribution system, the proposed 3-million-gallon storage tank, and two additional 1-million-gallon storage tanks to accommodate planned population growth and development.

### DISTRIBUTION

The City of Wasco water distribution system primarily serves residential and commercial districts within City limits. All residential, commercial, and industrial connections are required to be metered as stated in the Wasco Municipal Code, Section 13.08.20. The City began aggressively implementing the ordinance to achieve complete meter reading and billing by 2012. Large agricultural water users typically use individual source wells that are not connected to the City's water service system. Water to irrigate land and crops in the City and surrounding areas is provided by the Semitropic Water Storage District and the Shafter-Wasco Irrigation District.

### CONSUMPTION AND PROJECTIONS

In 2010, the City of Wasco's gross water demand was 4,681 AFY, with 4,544 city water accounts. By 2035 the gross water demand is projected to reach 17,397 AFY with 12,384 accounts. Table 10.3 shows the City's total projected water use through 2035. The City anticipates that it will pump 100 percent of its groundwater supplies each year. The planned water supply reflects the need for the City to continue to strengthen its recycled water systems for agricultural irrigation to meet future water demand.

**Table 10.3 City of Wasco Projected Water Use**

	2005	2010	2015	2020	2025	2030	2035
<b>Customer Demand Total</b>	1,054	4,456	6,328	8,479	10,896	13,578	16,527
<b>Losses</b>	3,390	225	333	446	573	715	870
<b>Total</b>	<b>4,444</b>	<b>4,681</b>	<b>6,661</b>	<b>8,925</b>	<b>11,469</b>	<b>14,293</b>	<b>17,397</b>

Source: 2010 Urban Water Management Plan, Table 3-5, p 20  
Units of measure- Acre-feet per year

## C. Sewer

The City of Wasco provides sewer services to residents and businesses within City limits and in its sphere of influence. This is accomplished under an established sewer district. The City thus requires developers to pay set fees for sewage connection and service. Developers are charged fees to cover expansion costs.

The City of Wasco has a 3 million gallons per day (MGD) capacity Wastewater Treatment Plant (WWTP). The average dry weather flow is 1.7 MGD. The WWTP is a secondary biological treatment process. All of the biosolids that are produced at the WWTP are hauled to Lost Hills for disposal. The treated wastewater is used for farm irrigation on 700 acres of City property which is leased out to local farmers. The WWTP is operated by Certified Operators who also maintain over 38 miles of the sanitary sewer system (City of Wasco web site: <http://www.ci.wasco.ca.us/city-departments/public-works/>). In 2010 the City proposed expanding the Wastewater Treatment Plant from 3.0 MGD (millions of gallons per day) to 4.5 MGD.

## D. Sanitary Disposal

Kern County Waste Management operates seven active Class III sanitary landfills throughout the County. Class III landfills accept certain liquid wastes. Additionally, Kern County Waste Management has six transfer stations, four bin sites, and seven landfills. Landfills are located in Bakersfield, Boron, Mojave-Rosamond, Ridgecrest, Shafter-Wasco, Taft and Tehachapi. The Shafter-Wasco Landfill is located at 17621 Scofield Road in Shafter, CA, which is about nine miles outside of Wasco. The Shafter-Wasco Landfill has been in operation for about 32.5 years.

The Waste Management Department's goal is to divert as much material as possible from landfill burial to meet the state's mandatory 50% diversion rate and increase the landfill's longevity. Diversion promotes the recycling and reuse of metals, cardboard, green and wood waste, electronic waste, concrete and asphalt. Wasco's closest diversion site is Carousel Recycling, located in the City.

Wasco's landfill facilities, disposal systems, and discharge facilities are in compliance with the County's General Plan as well as the provisions of the California Integrated Waste Management Act, AB 939 in Public Resources Code Section 40000 et seq. The City meets the law's requirements for source reduction, recycling and composting, collection, transfer, and disposal of solid waste within City boundaries subject to solid waste handling jurisdiction, under Public Resources Code Section 40057.

## E. Communications

Communications services are an integral part of modern life. The provision of phone, cable and internet capabilities is important for general communications and business, encouraging economic development and providing a quality standard of living for residents. The City of Wasco Municipal Code, Chapter 17.62 Antenna and Telecommunications Facilities Municipal Code, requires that placement and use of antennas and cell towers are in compliance with FCC regulations. Telecommunication antennas and facilities are within the appropriate siting and location in the City of Wasco.

Table 10.4 summarizes the Federal Communications Commission's (FCC) registered antenna and cell towers and locations in Wasco. There are ten licensed facilities that are constructed and two for which licensees are granted for future construction.

The City of Wasco Municipal Code, Chapter 17.62 Antenna and Telecommunications Facilities Municipal Code, requires that placement and use of antennas and cell towers are in compliance with FCC regulations. Telecommunication antennas and facilities are within the appropriate siting and location in the City of Wasco.

**Table 10.4 Antenna and Cell Tower Locations**

Licensee	Registration Number	Address (Latitude/Longitude)		Locations (City/State)	Status	Overall Height Above Ground (AGL) (ft.)
		(Latitude)	(Longitude)			
AGM California / K E R I	1014920	35-34-16.0N	119-19-33.0W	WASCO, CA	Constructed	62.7
AGM California / K E R I	1014921	35-34-17.0N	119-19-29.0W	WASCO, CA	Constructed	62.7
AGM California / K E R I	1014922	35-34-19.0N	119-19-27.0W	WASCO, CA	Constructed	62.7
AGM California / K E R I	1014923	35-34-18.0N	119-19-30.0W	WASCO, CA	Constructed	62.7
Crown Castle GT Company LLC	1018263	35-35-40.7N	119-20-24.1W	WASCO, CA	Constructed	49.4
CCTM1 LLC	1054121	35-36-01.0N	119-19-54.0W	WASCO, CA	Constructed	33.5
CCATT LLC	1201807	35-35-41.0N	119-23-05.9W	Wasco, CA	Constructed	45.7
Bridge Broadcasting, Inc.	1234322	35-35-24.8N	119-30-20.4W	Wasco, CA	Granted	152.4
Goldenstate Towers LLC	1244300	35-35-09.9N	119-28-23.4W	Wasco, CA	Constructed	60.9
Educational Media Foundation	1255510	35-36-53.0N	119-28-19.0W	Wasco, CA	Constructed	122.0
MetroPCS California, LLC	1286715	35-36-06.0N	119-19-34.3W	Wasco, CA	Granted	25.9
American Towers, LLC.	1291853	35-38-41.3N	119-19-46.9W	Wasco, CA	Constructed	46.0

Source: Federal Communications Commission, Antenna Structure Registration, accessible at: <http://wireless2.fcc.gov/UlsApp/AsrSearch/asrResults.jsp?searchType=TRL&fiViewType=BV&curPage=2&reqPage=P>

## F. Police

Police protection is integral in maintaining safety within a community. Police services enforce the street traffic regulations of the city and State vehicle laws; they are also dispatched to medical emergencies. Proper facilities for these services are required to support both the staffing needs of the City as well as to store specialized equipment and resources.

The Kern County Sheriff’s Department provides police protection services to the City of Wasco. In addition to providing police services to the unincorporated portions of Kern County, the Sheriff’s Department has the responsibility for the jail system, providing bailiff and prisoner transportation services, search and rescue, coroner services, and civil process. The Department employs approximately 1,239 sworn officers and civilian personnel.

The City of Wasco is served by the Wasco Substation, located at 748 F Street. The City of Wasco established the standard of one officer per 1,000 residents when evaluating police protection services. The substation is staffed by 25 officers (2 sergeants, 18 deputies, 4 senior deputies, and the area commander), six clerks, and an aide who handles civil process. As of 2010, the City’s population was

25,541, and therefore, the 25 officers at the Wasco Substation met the City of Wasco's standard of one officer per 1,000 residents. Aside from the Wasco Substation, the nearest police protection service facility is in the City of Shafter.

## **G. Fire**

The location and character of physical development of Wasco places the city at an interface between natural and urban areas. Additional information regarding the potential damage to property and human life and air quality is also provided in the Safety and Conservation chapters of this report.

The City of Wasco is served by the Kern County Fire District (KCFD) Station 31, located at 2424 7<sup>th</sup> Street. Station 31 was built in 1984 and has a response area of 155 square miles. To meet the City's policy of a six minute or less response time, the station is centrally located in the City of Wasco. The City of Wasco established the standard of one Fire Company for every 10,000 residents when evaluating fire protection services. The station is staffed with nine firefighting personnel working in three-man shifts (i.e., three fire companies). As of 2010, the City's population was 25,541, and therefore, the three fire companies at Station 31 met the City's standard of one Fire Company for every 10,000 residents. Standard equipment at the station includes a Type 1 Fire Engine, a Type 4 Patrol, and a Type 1 OES Water Tender.

## **Public Facilities Goals, Policies and Implementation Actions**

---

### **GOALS**

#### **PF GOAL 1.**

Adequate levels of public facilities and services to serve current and future growth needs, including police and fire protection, refuse and sanitary disposal services, reliable potable water supply, and public utility services.

#### **PF GOAL 2.**

State-of-the-art communication technology and services within the City.

The following policies and actions are intended to implement these goals:

### **POLICIES AND ACTIONS**

#### **PF POLICY 1**

Plan for and provide sufficient public facilities and services prior to or concurrent with planned development.

##### *PF ACTION 1.1*

Develop and maintain Master Plans for water, wastewater collection and treatment, and storm water collection and disposal which address current and future growth demands.

##### *PF ACTION 1.2*

New development shall construct necessary new public facilities and/or pay impact fees to mitigate the effect of the development on the provision of public facilities and services.

##### *PF ACTION 1.3*

Construction permits shall not be granted until the developer provides for the installation and/or financing of needed public facilities and services to serve the proposed development.

*PF ACTION 1.4*

New and redevelopment projects shall prepare and provide to the City appropriate water, sewer, and drainage studies that assess project impacts on the City water, sewer, and drainage systems, as well as provide appropriate water, sewer, and drainage improvement designs to ensure that the project does not diminish the City's infrastructure service levels as a result of its implementation.

**PF POLICY 2**

Existing public facilities shall be upgraded as they become deteriorated or obsolete.

*PF ACTION 2.1*

The City's Capital Improvement Program shall include the upgrading of existing facilities that have become deteriorated or obsolete to the degree that public service has been diminished.

**PF POLICY 3**

Provide functional, safe, efficient, and attractive public buildings and facilities in order to provide high levels of public service and model responsible and sustainable practices in facilities management.

*PF ACTION 3.1*

Create facilities management plans for all City buildings and facilities establishing operational standards and phased improvement programs.

*PF ACTION 3.2*

Create resource management plans for all City buildings and facilities identifying sustainability improvements for water and energy use and waste stream reduction.

**PF POLICY 4**

Improve and expand communication technology and services within the City.

*PF ACTION 4.1*

Work with service providers to create a fiber optic infrastructure network within the City.

*PF ACTION 4.2*

Require all new residential, commercial, industrial, and public facilities to be wired for the latest communication/information technology.

*PF ACTION 4.3*

Develop a plan for the expansion of public access to the internet and other current and emerging information technologies including city-wide Wi-Fi access.

# CHAPTER 11. COMMUNITY DESIGN ELEMENT

## *Introduction*

---

Community Design and Sense of Place refer to the unique character and features of a city's built environment and natural landscape. The Community Design element of the General Plan has two main roles; it identifies existing conditions of Wasco's built environment and suggests ways to preserve or enhance desirable community attributes through a set of goals, policies and actions. The Community Design Element also provides the basis for aesthetic regulation of all development and offers specific guidelines to enhance the sense of place and quality of life for Wasco residents. These guidelines bring together the principles of other elements into an overall set of actions to guide the form and appearance of Wasco's neighborhoods, streetscapes, and buildings.

The topics covered in the Community Design Element focus on community form, continuity and connectivity, and historic preservation. Wasco has a small town, family oriented atmosphere and the size of the City contributes to this feeling as well as the City's design regulations. The current condition of the City is governed by the regulations set per the Zoning Code that established small areas or Districts within the community to maintain character. The districts include a Historic Downtown Overlay, and five other districts defined in the Wasco Municipal Code. Other design considerations to be included in the Community Character and Design element include gateways and signage, and landmarks. While many appreciate the small town atmosphere and surrounding agricultural landscape, community members mentioned several issues which they believe negatively affect the City and community character.

### **A. Purpose and Requirements**

The Community Design Element of the General Plan is an optional element pursuant to Section 65303 of State Government Code. The Community Design Element guides development in order to provide an aesthetically pleasing and functional city. Through the identification and enhancement of the positive attributes of the built environment and sense of place in the community, the quality of life offered by the City can be improved. The purpose of the Community Design Element is to enhance the natural and built environment and provide guidance to create an attractive city with a cohesive image.

## *Background and Setting*

---

### **A. Community Character and Design Features**

Wasco residents enjoy the City's small town, family oriented atmosphere. The size of the City contributes to its character, which is supported through the City's design regulations. Design Districts govern small area within the City to maintain its character. The Historic Downtown Overlay District specifically targets the character of the central business district and its ties to the history of the City. Other city-wide design considerations such as gateways, signage, and landmarks assist in the physical orientation of the City.

### **B. Design Issues and Concerns**

While they appreciate the small town atmosphere and surrounding agricultural landscape, community members mentioned several issues, which they believe negatively affect the City and community character. Neighborhood safety is a major concern, specifically pertaining to limited animal control and roaming dogs in residential areas.

## **Streetscape**

---

Besides the downtown, street conditions in Wasco are generally fair. Many street corners in residential neighborhoods do not have sidewalks, marked crossings for pedestrians, or bicycle lane markings. Wasco's system of alleys throughout residential neighborhoods and the downtown corridor have great potential. However, the alleys frequently contain, garbage, and overgrown foliage. Furthermore, on a number of arterial streets, scarce tree coverage and limited pedestrian amenities discourage pedestrian activity. Lack of pedestrian and streetscape amenities discourages pedestrian activity along SR 46. This wide arterial street consists primarily of a vehicle-oriented streetscape design, with little sense of connectivity to the remaining areas of the City. This also contributes to a sense that there is a lack of connectivity along the corridor. Streetscape design does exist in the industrial district with portions of the district containing sidewalks and landscaping buffers. However, other portions of the district lack streetscape design all together, which is more typical of industrial districts. Many neighborhoods, streets, and public spaces in Wasco have little to no street lighting, which contributes to lack of safety.

## **Signage and Wayfinding**

---

7th Street and SR 46 are the main commercial corridors in Wasco. As required by the Historic Overlay District guidelines, 7th Street promotes a historic building type, pedestrian amenities, and consistent signage. Gateway signage is included in the Historic Overlay District as an entrance marker into downtown. However, 7th Street is home to many lower end retail stores that may not follow the consistent and historic façade treatment guidelines, as well as the need for additional directional signage at some intersections. SR 46 also lacks in most categories such as a business identity, similar building aesthetics, and signage. SR 46 primarily consists of vehicle-oriented signage aimed at encouraging use of businesses along the corridor for patrons passing through the City. The gateway sign located along SR 46 on the western entrance of the City provides a visual cue that one is entering the City; however, the prison located directly behind the sign does not represent the desired focus of Wasco's identity. Overall, SR 46 would benefit from increased directional signage for motorists. Additional directional signage within the City and consistent signage within City parks is desired.

## **Building Condition**

---

Overall, the housing conditions in Wasco are adequate. In 2014, the majority, approximately 82.8 percent of homes were in good condition, 16.6 percent were in fair condition, and only 0.6 percent were considered poor or dilapidated. The majority of Wasco's existing housing units, 56.7 percent, were built before 1950, and 23.4 percent of the existing housing units were built after 1990. New housing developments north of SR 46 are currently being added to the housing stock. The City is experiencing a housing recovery after the recent economic downturn; however, many of the planned subdivisions are only partially built. Neighborhood street signage, sidewalks, and utilities have been constructed in several cases; however, housing is being built in a piecemeal fashion.

## **C. Current Design Management Tools**

### **DESIGN 'DISTRICTS (CHAPTER 17.51)**

The purpose for the establishment of Design Districts is to provide additional guidance to ensure that the physical design needs are met for various areas in the City regardless of the zoning designation. The design districts have been established in order to apply design standards that are applicable and appropriate for different areas of the City. Where there is conflict between the zoning code and a design district, the design district requirement or the more restrictive application applies (City of Wasco, 2003).

### **CITY OF WASCO HISTORIC DOWNTOWN OVERLAY DISTRICT**

An overlay district is a district which is superimposed on an existing land use zone and establishes additional regulations and standards, while potentially either reducing or extending existing uses. The

Wasco Historic Downtown Overlay District establishes an informal historic theme for downtown Wasco and promotes architectural interest and character. The overlay district sets quality standards that stand for important community character and design features such as historic brick theme, window display, streetscape design and amenities, and building design. The boundaries of the overlay district are 6<sup>th</sup> Street to the north, G Street to the east, 8<sup>th</sup> Street to the south and Griffith Street to the west.

## ***Related Plans and Design Resources***

---

### **KERN COUNTY BICYCLE MASTER PLAN AND COMPLETE STREETS RECOMMENDATIONS**

The concept of developing a “Complete Street” involves planning a route for all transportation modes. Complete Streets are designed for access, mobility, and safety for all users, regardless of travel mode. Some of the common elements of Complete Street designs are parallel to community character and design elements such as: pedestrian infrastructure including sidewalks or crosswalks, bicycle infrastructure such as lanes and parking, coordinated transit facilities including bus pull-outs or transit right-of-way, and aesthetic and safety improvements including landscaping, contrasting pavement colors and signage. The Kern County Bicycle Master Plan and Complete Streets Recommendations (2012) provide best practices for all of the previously discussed elements in order to provide guidance to communities in the County.

Best Practices set forth by the Kern County Complete Streets Recommendations include some of the guiding principles of urban design. These include:

#### *WAYFINDING SIGNAGE*

Wayfinding signage can help guide bicyclists, pedestrians, and other road users to key destinations. Examples of destination signage can include transit stops and stations, and orientation for bicyclists within the bicycle network. Wayfinding signage should be designed for decision points and intersecting facilities, and should be highly visible and consistent. To ease navigation at night, reflective wayfinding signage is helpful.

#### *STREET LIGHTING*

Street lighting improves safety and security for pedestrians and increases visibility for both bicyclists and pedestrians. Streetlights should be installed on both sides of the street and the level of lighting should be consistent throughout the segment. Providing pedestrian-scale lighting creates a more aesthetically pleasing and comfortable walking environment.

#### *LANDSCAPING*

Landscaping along sidewalks creates a buffer between pedestrians and vehicular traffic. Landscaping can make a streetscape more visually appealing and street trees can provide shade for public space. Sidewalk landscaping requires water and maintenance, which can create challenges during implementation. Drought tolerant plants can reduce maintenance costs because they require less water.

#### *STREET FURNITURE*

Pedestrian amenities enhance the user experience of streetscapes. Street furniture on sidewalks acts as a buffer between pedestrians and vehicular traffic. Benches, art, and water features are examples of street furniture that add to the pedestrian experience because they address pedestrian needs such as a place to sit or gather in a group. Street furniture should be placed outside of the walking zone so that it does not create a hazard or barrier to pedestrians.

#### *SIDEWALKS*

Sidewalks are the most rudimentary element of a pedestrian system. Sidewalks provide a separate, well-established path for people to walk and spend time in the public realm. Well-designed sidewalks do all of the following: provide enough space so that two people can pass each other, provide access

for all users (including people with disabilities), have landscaping and pedestrian amenities, and provide safety and comfort for users.

#### **CITY OF WASCO BICYCLE MASTER PLAN**

Adopted in 2014, the City of Wasco Bicycle Master Plan provides guidance for the development of “Complete Streets” within the City. The purpose of the Plan is to facilitate a more accessible bicycle and pedestrian network and improve connectivity within the City. The Plan is meant to improve transportation and school access, as well as provide recreational opportunities for users of all abilities. Additional bicycle and pedestrian infrastructure and way-finding signage are proposed in the Plan to allow for improved access, mobility and safety of all users. Community design and character runs parallel with complete streets recommendations in the Plan. Way-finding signage for pedestrians and bicyclists, and crosswalk and sidewalk improvements contribute to the overall design and character of a city while improving the connectivity and accessibility to all areas of a city.

#### **CITY OF WASCO URBAN GREENING, PARKS AND OPEN SPACE MASTER PLAN**

Adopted in July 2014, the plan enabled the City to consolidate and update policies and standards regarding parks, greenbelts, and open space. This Plan addresses the issues that influence the provision of parks and recreation facilities and services in order to position the City and Recreation and Parks District to better serve residents’ needs in these areas. The strategies related to community design in the Urban Greening, Parks and Open Space Master Plan touch on improved access for users to parks, and the enhancement of the “Wasco Image” meaning the customer experience and aesthetic of community facilities to reflect high quality.

# Community Design Goals, Policies and Implementation Actions

---

## GOALS

### CD GOAL 1.

A community with a strong identity and sense of place.

### CD GOAL 2.

Preserve the community's small town scale and character.

### CD GOAL 3.

Enhance the Public and Private Realms to visually reflect the quality of the community.

The following policies and actions are intended to implement these goals:

## POLICIES AND ACTIONS

### CD POLICY 1

Enhance gateways, major corridors, and wayfinding elements for an improved sense of arrival and sense of place.

#### *CD ACTION 1.1*

Adopt unifying streetscape and landscape treatments for the City's major arterial corridors, to include street trees, street lighting, and street furniture.

#### *CD ACTION 1.2*

Implement themed street signs along major corridors and 7th Street incorporating the City logo, and develop a themed wayfinding sign and light pole banner program to enhance the City's image and provide visitor orientation.

#### *CD ACTION 1.3*

Update the City's gateway monument signage program at primary and secondary entrances to the City to heighten the sense of arrival to the community.

### CD POLICY 2

Promote architectural design that exhibits timeless character and is constructed with high quality materials and finishes.

#### *CD ACTION 2.1*

Adopt city-wide Design Guidelines for site planning, building design, building massing and scale, landscaping, and lighting.

#### *CD ACTION 2.2*

Adopt a Design Review process within the Zoning Ordinance for review of all new construction and major remodeling to implement the city-wide Design Guidelines

### CD POLICY 3

Foster civic pride in the aesthetic quality of the community.

#### *CD ACTION 3.1*

Implement a program to recognize property owners for exemplary property care and maintenance.

*CD ACTION 3.2*

Implement a program to create design awards for new construction or major remodeling that exemplifies the principles of the city-wide Design Guidelines.

*CD ACTION 3.3*

Identify and seek funding to develop and implement a Public Art Strategy to promote integration of public art throughout the community.

**CD POLICY 4**

Enhance the historic downtown as a visually distinctive and vibrant community focal point.

*CD ACTION 4.1*

Define the sense of arrival to the Historic Downtown through specialized entry signs and street signs, specialized landscaping, and differentiated paving and lighting.

*CD ACTION 4.2*

Update the Historic Downtown Overlay District to identify landmark buildings, define specialized design guidelines to preserve the historic pattern of development, and incorporate a design review process for the Historic Downtown area.

*CD ACTION 4.3*

Promote a mural program for the Historic Downtown area to implement the Public Art Strategy and portray the City's history.

*CD ACTION 4.4*

Enhance pedestrian amenities within the Historic Downtown by development of vacant parcels with plazas or mini-parks to create gathering places.

*CD ACTION 4.5*

Identify and seek funding opportunities to assist businesses in the Historic Downtown to make façade and signage improvements to their buildings.

**CD Policy 5**

Maintain the community's rural small town scale and visual character of neighborhoods through streetscape design and where possible preservation of views to surrounding agriculture.

*CD Action 5.1*

Adopt residential front yard and streetscape landscape design criteria within neighborhoods that evoke a rural feel in scale and visual character.

*CD Action 5.2*

Limit above-ground utility and infrastructure facilities in scale and spacing to maintain a rural feel and visual character within neighborhoods.

# CHAPTER 12. HEALTH ELEMENT

## *Introduction*

---

The Health Element identifies measures of physical and mental wellness in the community. The Element looks at adequate access to recreation and open space, healthy foods, medical services, public transit and safe active transportation, quality housing, economic opportunities as well as safe neighborhoods and public spaces, and environmental quality. A large portion of Wasco residents cited obesity, air quality, and illegal drug use as serious problems in the county overall.

As an increased number of Americans suffer from diseases such as obesity, diabetes, and asthma, research is demonstrating that the built environment and community design plays a crucial role in the epidemic rates of these diseases. Since 1980, the number of obese Americans has doubled to more than one-third of the population, and the prevalence of type 2 diabetes has doubled (Raimi & Associates, 2011). Thus, motivated by the dramatic increase in national obesity rates and obesity-related illnesses over the past two decades, public health professionals and urban planners have identified city planning as an avenue for fostering physical activity and increasing access to healthy foods. The City of Wasco is establishing a desire to promote healthy lifestyles within its community with the addition of a Health Element into the Wasco General Plan.

### **A. Purpose and Requirements**

The City of Wasco's General Plan contains a Health Element for the first time in this 2040 General Plan Update. The Health Element is optional in the General Plan. It is allowed under Section 65303 of the State Government Code

The Health Element is most closely related to the Land Use and Circulation elements. Land use decisions help shape the pattern of community development and the density or intensity of development on parcels within the jurisdiction. The Circulation Element identifies a mixed transportation network where the needs of all users are considered. A city with access to alternative modes of transportation can have significant impacts on increasing physical activity and decreasing obesity rates. Public and alternative transportation networks should be efficient and easy to access in order to increase ridership and subsequently reduce dependence on the automobile. The Open Space and Safety Elements are also closely related to the Health Element. Parks should provide recreational space in every neighborhood to encourage physical activity, contribute positively to mental health, improve air quality, and foster community cohesion through recreation programs.

Existing best practices and standards, fieldwork, community health assessments, and community input were considered in creating this element. The Health Element contains goals, policies, and actions aimed at creating a healthier community in Wasco. Specifically, this element focuses on improving access to healthy food, opportunities for physical activity, and access to health care. The Health Element aims to build a renewed emphasis on a collaborative, comprehensive approach to planning for the community's health.

## ***Background and Setting***

---

### **A. Existing Health Services and Related Facilities**

Easy access to health services is vital for residents to maintain good health and treat illnesses. This section assesses the level of access to health services for Wasco residents.

#### **COMMUNITY HEALTH IMPACTS**

Health service access means that people are able to receive easily accessible timely personal health services. Limited access to health care can negatively affect people's quality of life. The four components

of health services include: insurance coverage, services, timeliness, and workforce supply. Location of medical services should also be easily accessible not only for those using vehicles, but also for those who rely on alternative means of transportation.

## **MEDICAL FACILITIES**

According to the State of California Office of Statewide Health Planning and Development, Wasco is located within a Medical Service Study Area (MSSA), MSSA 58.2, and is grouped with Lost Hills in this designation. MSSA maps are used to designate Health Professional Shortage Areas (HPSAs) and Medically Underserved Areas and Populations (MUAs/MUPs). Figure 12.1 shows those regions designated as Medically Underserved. Wasco is in the dark blue portion of Kern County.

Wasco is designated as a Rural Medically Underserved Area. MUAs/MUPs are areas or populations designated by the Health Resources and Services Administration (HRSA) as having: too few primary care providers, high infant mortality, high poverty, and/or high elderly populations. The criteria for MUA designation involves four variables used to obtain a score: a ratio of primary medical care physicians per 1,000 people, infant mortality rate, percentage of the population with incomes below the poverty level, and percentage of the population age 65 or over. Scores range from 1 to 25 for primary care and mental health, and 1 to 26 for dental care. Higher scores mean greater priority of need. In addition to being categorized as an MUA, Wasco is also designated as an HPSA under the primary care, dental care, and mental health categories.

Lastly, Wasco is also designated as a Primary Care Shortage Area. This designation is separate from the HPSA category, and examines the number of primary care clinics in an area. Like the other designations, Wasco is one of four census tracts in this MSSA used to determine its primary care status. Within this MSSA, there are only two licensed primary care clinics, which include the Wasco Medical/Dental Center and the Community Health Center in Lost Hills.

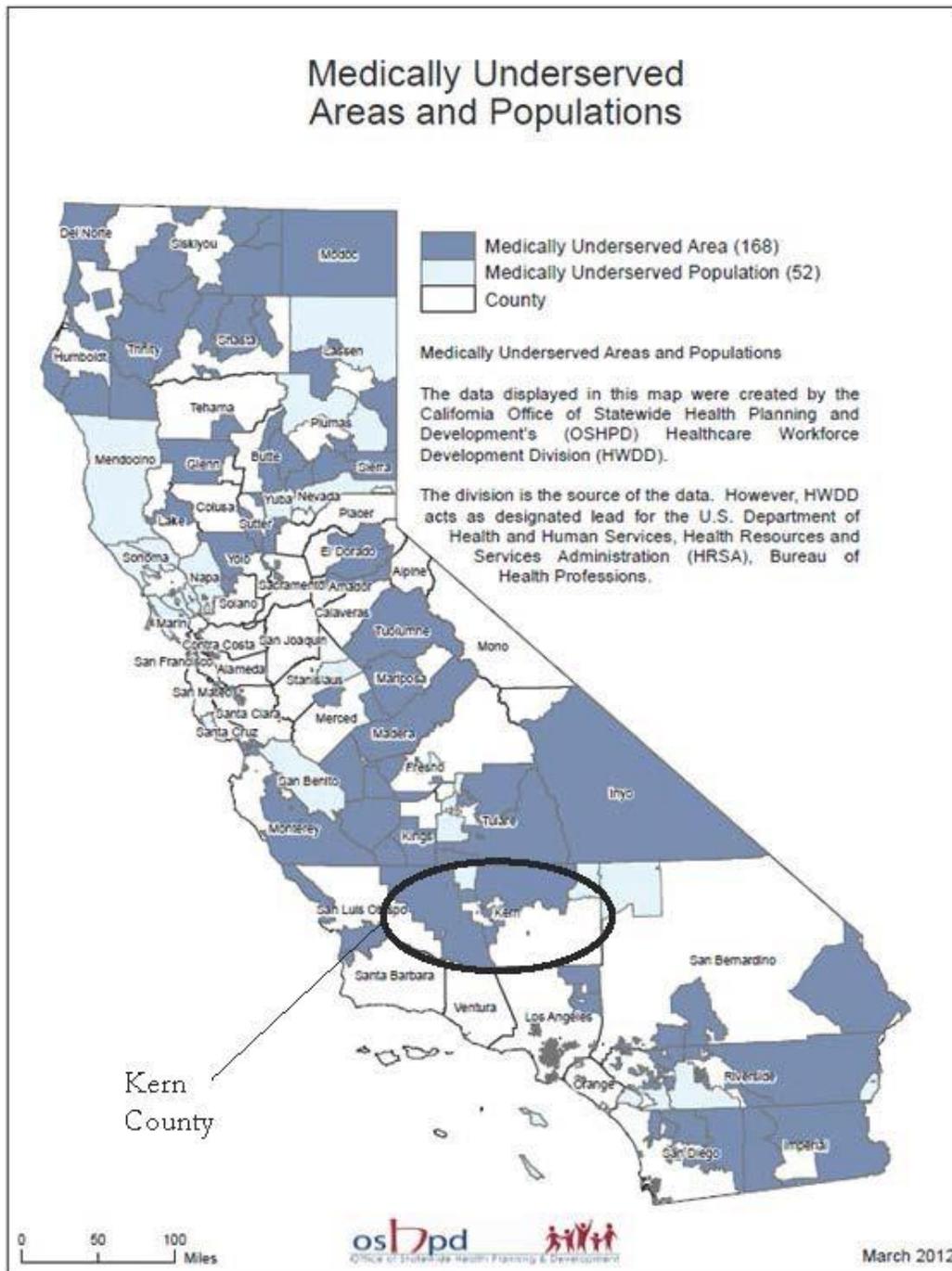
## **FACILITIES IN WASCO**

The National Health Services, Inc. (NHI), is a non-profit corporation which operates twelve medical sites throughout Kern County. Each location operates on a year-round basis, providing a full range of primary and preventive care and supportive services to under-served populations, including migrant and seasonal farm workers. Within Wasco, the NHI operates the Wasco Medical and Dental Center, which is a licensed primary care clinic within the Medically Underserved Area.

The Wasco Medical Plaza is a satellite center operated under the Delano Regional Medical Center. The Delano Regional Medical Center is about 20 miles from Wasco, and is the closest hospital and emergency room to Wasco residents. The services provided by the Wasco Medical Plaza include family medicine, gynecology, prenatal education, pregnancy prevention, school and pre-employment physicals, X-ray services, lab testing, and physical therapy. The Center accepts Medicare, Medi-Cal, most commercial insurance plans, HMOs, and The Healthy Families Program, which provides low cost health, dental, and vision coverage to uninsured children in working families until the age of 19.

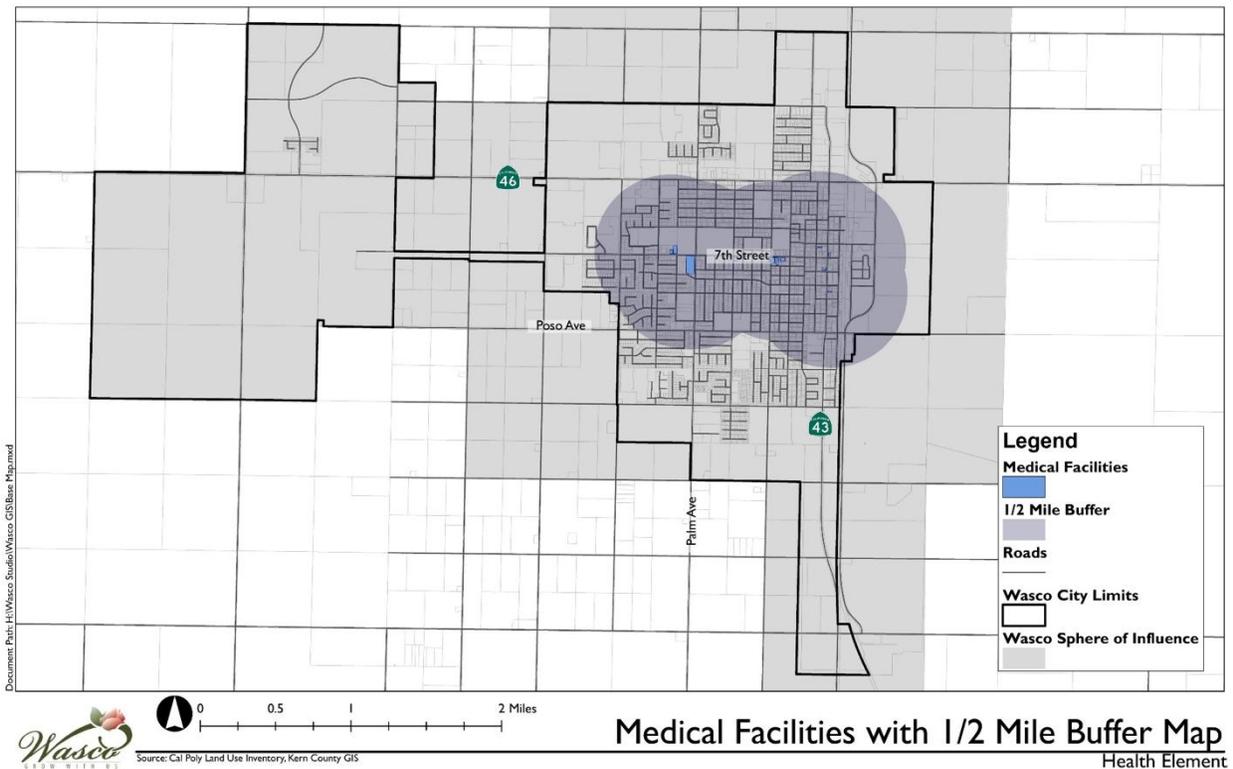
Other health care facilities in Wasco include but are not limited to OMNI Family Health, and some private medical practices, which provide optometry services and dental services. Wasco lacks a hospital within city limits. The closest hospitals are in Delano and Bakersfield, which are 20-minute and 30-minute drives respectively. As of June 30, 2014, data from the Office of Statewide Health Planning and Development reveals that there were no long-term care facilities, specialty clinics, home health agencies, or hospice services in Wasco. Using a walking distance of a half (1/2) mile radius, 2,043 or approximately 48 percent of residential parcels were within walking distance of a healthcare facility as shown on Map 12.1.

**Figure 12.1 Medically Underserved Areas and Populations**



Office of Statewide Health Planning and Development, 2012

## Map 12.1 Medical Facilities Map



### B. Health Issues and Concerns

Participants in the General Plan outreach events identified substance abuse, access to medical facilities, and healthy food options as the most prevalent impediments to a healthy lifestyle. Access to bicycle and walking paths were identified as most likely to encourage a more active lifestyle. Participants gave fairly equal weights to community gardens, healthy restaurants, and healthier grocery stores for encouraging eating healthier diets. Furthermore, access to vocational training programs was seen as the most needed for children and youth. In combination with other elements of the General Plan, the list of issues that have bearings on community health in Wasco include the following:

- Access to Healthy Food
- Access to Health Services
- Access to Parks and Recreation
- Access to Economic Opportunities
- Environmental quality
- Access to Active Transportation
- Access to Quality Housing

## ***Health Goals, Policies and Implementation Actions***

---

### **GOALS**

#### **HE GOAL 1.**

Accessible and affordable healthcare.

#### **HE GOAL 2.**

Accessible and affordable healthy food options.

#### **HE GOAL 3.**

A high level of physical and mental wellness.

The following policies and actions are intended to implement these goals:

### **POLICIES AND ACTIONS**

#### **HE POLICY 1**

Improve access to medical services.

##### *HE ACTION 1.1*

Work with transit providers to expand public transit to neighborhood and regional medical facilities.

##### *HE ACTION 1.2*

Collaborate with nearby cities and the county to provide expanded regional medical services.

##### *HE ACTION 1.3*

Work with local and regional medical service providers to create a mobile health clinic.

#### **HE POLICY 2**

Increase access to healthy food options within the City.

##### *HE ACTION 2.1*

Work with local growers to establish a Wasco farmers market on a regular basis.

##### *HE ACTION 2.2*

Encourage community gardens and develop design criteria and a permit process to allow them in any zoning district.

#### **HE POLICY 3**

Provide opportunities for physical activities for families and youth.

##### *HE ACTION 3.1*

Require development projects to implement bicycle and pedestrian path improvements within their projects consistent with the City's adopted Bicycle Master Plan and Parks Master Plan.

##### *HE ACTION 3.2*

Continue to implement the adopted Safe Routes to School master plan as funding allows.

##### *HE ACTION 3.3*

Continue to work with the Wasco Recreation and Parks District to fund park recreational improvements through Quimby Act funds.

*HE ACTION 3.4*

Require pedestrian connectivity in new neighborhood design providing for both internal pedestrian circulation and connections to surrounding shopping, recreation, and school destinations.

HE POLICY 4

Reduce alcohol, tobacco, and other drug use by creating a social and physical environment that supports healthy living.

*HE ACTION 4.1*

Adopt and enforce tobacco control laws pertaining to location and retailing practices of tobacco stores and smoke shops, and smoking restrictions for smoke-free workplaces.

*HE ACTION 4.2*

Identify areas with a high concentration of convenience, liquor sales, and fast food stores, and restrict approvals of new liquor sales, fast food, and convenience stores in these areas.

*HE ACTION 4.3*

Adopt guidelines for making “public convenience and necessity” determinations for new package liquor sales.

## CHAPTER 13. HOUSING ELEMENT

### *Introduction*

---

The goal of the Housing Element is to address housing needs in the City with adequate supply and affordability of housing for all income groups and special needs populations. Housing goals also include energy efficiency, environmental sustainability and maintenance of Wasco's agricultural character.

The majority of housing in Wasco consists of single-family units, accounting for 79.5 percent of the total housing stock. Multi-family housing is the second largest percentage of housing, accounting for 14.1 percent. A majority of Wasco's existing housing units, 56.7 percent, were built between 1950 and 1989 while 23.4 percent of the housing units were built after 1990.

In 2011, the City of Wasco was awarded a Community Development Block Grant (CDBG) to conduct a citywide housing conditions survey for determination of future housing needs. The 2012 Wasco Housing Conditions Survey found that of the 5,759 housing units in Wasco, 82.8 percent were in sound condition, 16.6 percent in deteriorated condition, and 0.6 percent dilapidated.

According to the 2010 U.S. Census, renter-occupied housing increased by 46 percent since 2000. This amount accounts for nearly half of all occupied housing units, while owner-occupancy has decreased by 17 percent. Kern County experienced similar trends with increasing renter-occupied units by 29 percent. The largest portion of owner-occupied housing units is made up of 2-person households and 4-person households. The largest renter-occupied housing units are made up of 4-person households. In 2010, the average household sizes of owner- and renter-occupied units in Wasco were 3.91 and 3.81 persons per household, respectively. This is higher than the average household size in Kern County with owner-occupied being 2.09 persons per household and renter-occupied being 3.24 persons per household. 3.5 percent of households in Wasco were considered overcrowded.

### **A. Purpose and Requirements**

The Housing Element is one of seven required elements in the General Plan, and is mandated through Article 10.6 of the State of California Government Code Section 65580 through 65590 (California Department of Housing and Community Development [HCD], 1969a). The purpose of the housing element is to address comprehensive housing needs for residents of each income level within the City by providing for a variety of housing types and prices.

The Housing Element is the only element of the General Plan that has a defined schedule for review and update, and approval or certification by the Department of Housing and Community Development (HCD). This update process is typically a 5-year to 8-year cycle, and once certified by HCD the element does not have to be updated again until the end of the certification period. The process of the cyclical updating of the Housing Element includes the inventory of existing housing stock, analysis of current and projected housing needs, followed by the development of goals, objectives, policies, and programs that aim to preserve, improve, and increase supply of housing in the community. The cyclical update process must also demonstrate how the City will provide for the regional fair share allocation of affordable housing units assigned to it by the local Council of Governments (COG), which for the City of Wasco is Kern COG.

### *Background*

---

### **A. Relationship to HCD Element Update Cycle**

State law requires housing elements to be updated every five years to accommodate its entire regional housing need allocation (RHNA) share by income category. In 2008, Senate Bill 375 extended the update

period to eight years to better synchronize the development of the Regional Transportation Plan with the RHNA and Housing Element update process. If a local government fails to update its Housing Element within eight years, it is placed into a four-year deadline by the HCD. Once a local government successfully certifies two Housing Elements in the four-year cycle, it is eligible to return to an eight-year cycle.

State Senate Bill 2 (SB 2) clarifies and strengthens housing element law to ensure zoning encourages and facilitates emergency shelters and limits the denial of emergency shelters, and transitional and supportive housing under the Housing Accountability Act. This amendment applies to Government Codes 65582, 65583, and 65589.5. This law took effect January 1, 2008 and applies to all Housing Elements due after June 30, 2008.

The HCD also provides policy on housing conditions. The HCD sets housing conditions criteria in Chapter 16 of the Community Development Block Grant (CDBG) Management Manual. These criteria are used to assess housing conditions and establish standards for sound, deteriorated, and dilapidated housing. These same standards were used for the Wasco housing condition survey conducted in 2012.

For the purposes of meeting the requirements of HCD, the next update cycle for the City is 2015 to 2023, and the City has prepared a Housing Element update separate from this General Plan document to meet the certification deadline by the end of 2015. Thus the Housing Element to meet HCD's statutory requirements is bound separately as:

City of Wasco

2015 - 2023

#### HOUSING ELEMENT UPDATE

The Housing Element goals and policies included in this General Plan update are longer range goals and policies consistent with the 2040 planning horizon of the General Plan document. The goals and policies set forth below should be viewed in conjunction with the separately bound 2015-2023 Housing Element Update document which provides more short-term direction for the City's housing programs and actions.

## ***Housing Goals, Policies and Implementation Actions***

---

### **GOALS**

#### **HO GOAL 1.**

An adequate and affordable housing supply to meet current and future growth needs.

#### **HO GOAL 2.**

Long term integrity and value of housing stock and neighborhoods.

#### **HO GOAL 3.**

Energy efficient and sustainable housing.

The following policies and actions are intended to implement these goals:

### **POLICIES AND ACTIONS**

#### **HO POLICY 1**

Provide a variety of housing types and densities throughout the City, affordable to different income levels and designed to meet the needs of diverse populations.

*HO ACTION 1.1*

Periodically review and update the General Plan Land Use Plan to ensure that growth trends are accommodated and sufficient vacant land is designated for residential development to accommodate anticipated growth projections.

*HO ACTION 1.2*

Zone sufficient land at a mix of densities necessary to meet current and projected housing needs, and to be consistent with any General Plan land use changes.

**HO POLICY 2**

Work to conserve and improve the community's existing housing stock to maintain safe and decent housing for City residents.

*HO ACTION 2.1*

Continue to seek funding through the Community Development Block Grant (CDBG) program and other State/Federal programs to assist in the rehabilitation and conservation of the existing housing stock.

*HO ACTION 2.2*

Implement capital improvement projects necessary to maintain the community's older neighborhoods.

*HO ACTION 2.3*

Continue to abate unsafe/substandard housing through the code enforcement process.

**HO POLICY 3**

Promote energy conservation activities and building practices in all residential housing developments and rehabilitation activities.

*HO ACTION 3.1*

Continue to promote energy conservation and green building techniques through the Site Plan Review and Building Permit process.

*HO ACTION 3.2*

Implement State energy conservation standards and green building code requirements to achieve a high level of energy conservation in all new and rehabilitated housing units.

This Page Intentionally Left Blank

## **CHAPTER 14. IMPLEMENTATION**

### ***Introduction***

---

#### **A. Purpose**

A General Plan would serve little purpose if not implemented. Carefully chosen and administered implementation tools can effectively support and aid in the realization of the goals, policies, and actions of the General Plan and promote an integrated program of complementary and mutually reinforcing planning actions. This section identifies the tools available to the City of Wasco for implementation of the 2040 General Plan. Implementation tools include specific plans, the zoning ordinance, subdivision ordinances, and consistency requirements. State law requires cities and counties to have subdivision and building regulations and open-space zoning, all of which are already in use in Wasco and are highlighted in subsequent sections of this chapter.

### ***Implementation Tools***

---

#### **A. Zoning Ordinance**

The OPR Guidelines (2003) identified zoning as . . . “one of the primary means of implementing a general plan. In contrast to the long-term outlook of the general plan, zoning classifies the specific, immediate uses of land. The success of a general plan, and in particular the land use element, rests in part upon the effectiveness of a consistent zoning ordinance in translating the long-term objectives and policies contained in the plan into everyday decisions”.

As is typical, Wasco’s zoning ordinance “regulates land use by dividing the community into districts or “zones” and specifying the uses that are to be permitted, conditionally permitted, and prohibited within each zone. Text and map(s) describe the distribution and intensity of land uses in such categories as residential, commercial, industrial, and open space. On the zoning maps, land uses of compatible intensity are grouped together and obnoxious or hazardous uses are separated from residential areas to the extent possible. Written regulations establish procedures for considering projects, standards for minimum lot size, building height and setback limits, fence heights, parking, and other development parameters within each land use zone.”

#### **B. Subdivision Ordinance**

The OPR Guidelines (2003) confirm the authority of the City of Wasco to implement the General Plan through its subdivision regulations. OPR states: “Land cannot be subdivided for sale, lease, or financing in California without local government approval. The Subdivision Map Act (§66410, et seq.) establishes statewide uniformity in local subdivision procedures while giving cities and counties the authority to regulate the design and improvement of subdivisions, require dedications of public improvements or related impact fees, and require compliance with the objectives and policies of the general plan. This includes the authority to approve and design street alignments, street grades and widths, drainage and sanitary facilities, lot size and configuration, traffic access, and other measures “as may be necessary or convenient to ensure consistency with, or implementation of, the general plan or any applicable specific plan” (§66418 and §66419).”

The City's regulatory powers can promote furtherance of community goals, policies, and actions identified under the land use, circulation, open-space, safety, and other elements. Good subdivision design can encourage pedestrian access, residential street calming, urban tree planting and preservation, floodplain management, wildland fire safety, and other policies that are articulated in the 2040 General Plan.

As subdivisions provide infrastructure to serve the new lots being created, the City government can require dedications of public improvements or the payment of in-lieu fees for a variety of purposes including the following:

- Streets, alleys, drainage, public utility easements, and public easements. (§66475)
- Local transit facilities, such as bus turnouts, benches, shelters, and landing pads. (§66475.2)
- Bicycle paths. (§66475.1)
- Parks and recreational facilities. (Quimby Act, §66477)
- Reservation for school sites with a right to purchase at a later date. (§66478)
- Access to waterways, rivers, and streams. (§66478.11)

### C. Environmental Review/CEQA

The adoption of the 2040 Wasco General Plan is subject to the California Environmental Quality Act (CEQA, Public Resources Code §21000, et seq.) and requires preparation of an environmental impact report (EIR). The primary purpose of an EIR is to inform decision-makers and the public of the potential significant environmental effects of Plan proposals, consideration of less damaging alternatives if any, and possible ways to reduce or avoid potential environmental damage. This information would enable environmental considerations to influence policy development, thereby ensuring that the Plan's policies address potential environmental impacts and the means to avoid them. The procedure for preparing the EIR follows the State CEQA Guidelines (Title 14, California Code of Regulations, §15000, et seq.). According to the guidelines, a general plan for which an EIR is prepared is considered a project of statewide, regional, or areawide significance (CEQA Guidelines §15206), which have specific requirements for scoping, review and mitigation monitoring.

The EIR describes the existing local and regional physical environment, emphasizing those features that are likely to be affected by the plan and the environmental constraints and resources that are rare or unique to the area. It describes existing infrastructure, such as roads, water systems, and sewage treatment facilities, along with their capacities and current levels of use. It also discusses any inconsistencies, if any, between the proposed plan and adopted regional plans as they may relate to environmental issues. The EIR describes the significant environmental effects that may result from the plan's policies and proposals. Effects that are found to be insignificant need only a brief discussion in the EIR (CEQA Guidelines §15006(p)).

The EIR on the new Wasco General Plan evaluates the Plan's effects on both the existing physical conditions of the actual environment and the environment envisioned by the Plan (Environmental Planning and Information Council vs. County of El Dorado (1982) 131 Cal.App.3d 354). In addition to the direct impacts of any immediate projects that will occur under the general plan, the EIR focuses on the secondary effects that can be expected to follow from the plan's adoption, including cumulative and growth-inducing effects. The general plan EIR is termed, "a programmatic EIR" and need not be as detailed as an EIR for the specific projects that follow (CEQA Guidelines §15146). Its level of detail reflects the level contained in the Plan (Rio Vista Farm Bureau Center vs. County of Solano (1992) 5 Cal.App.4th 351). At the same time, however, the City as lead agency cannot defer to later tiered EIRs its analysis of any significant effect of the general plan (Stanislaus Natural Heritage Project, Sierra Club vs. County of Stanislaus (1996) 48 Cal.App.4th 182).

The EIR identifies mitigation measures and alternatives to avoid or minimize potential impacts to the extent feasible. The general plan EIR is a particularly useful tool for identifying measures to mitigate the cumulative effects of new development. For example, the General Plan anticipates a significant increase

in retail activity and employment in Wasco. If this proposal would lead to increased automobile traffic, the EIR would identify measures to reduce peak traffic volumes, such as new transit routes or improved bicycle facilities. Where other agencies are responsible for mitigating the effects of the general plan, they would be identified in the EIR. Pursuant to Public Resources Code §21081.6, the general plan is revised to incorporate the approved mitigation measures identified in the EIR into its policies and plan proposals. The EIR considers the alternative draft plans evaluated during Plan preparation including the “no project” alternative.

## D. Capital Improvement Program

State of California Government Code Section §65401 and §65402 require planning agencies to review and report on the consistency of the City’s proposed capital projects, including land acquisition and disposal, with the General Plan. Specific requirements include the following:

- Annually review of the City’s capital improvement programs and other local agencies’ public works projects for consistency with the General Plan. §65103(c)
- Consistency of capital facilities projects with the General Plan. (Friends of B Street vs. City of Hayward (1980) 106 Cal.App.3d 988)
- Consistency of most public works projects undertaken by special districts, including school districts with local zoning, which in turn must be consistent with the General Plan (§53090, et seq.). A special district governing board may render the zoning ordinance inapplicable if it makes a finding after a public hearing that there is no feasible alternative to the project (§53096). State entities are an exception to this consistency requirement (Rapid Transit Advocates, Inc. v. Southern California Rapid Transit District (1986) 185 Cal.App.3d 996).

Capital improvements refer to major, non-recurring physical expenditures on such items as land, buildings, public infrastructure, and equipment. A capital improvement plan (CIP) is a community planning and fiscal management tool used to coordinate the location, timing, and financing of capital improvements over a multi-year period of typically 4 to 6 years. The CIP includes a description of proposed capital improvement projects ranked by priority, a year-by-year schedule of expected project funding, and an estimate of project costs and financing sources. The CIP is a working document to be reviewed and updated annually to reflect changing community needs, priorities, and funding opportunities.

## E. Other Planning Documents

The OPR Guidelines emphasize consistency in implementation of the General Plan. The Guidelines state that “other statutes . . . require findings or a report on whether various local actions conform to the General Plan”. For these reasons, the following existing, other planning documents served as documentary sources in the development of this 2040 General Plan. Pertinent and relevant recommendations from these other plans are included in this 2040 General Plan.

### **CITY OF WASCO BICYCLE MASTER PLAN**

The purpose of the 2014 Bicycle Master Plan is to facilitate a more accessible bicycle and pedestrian network and improve connectivity within the City. The Plan is meant to improve transportation and school access, as well as provide recreational opportunities for users of all abilities. Additional bicycle and pedestrian infrastructure and way-finding signage are proposed in the Plan to allow for improved access, mobility and safety of all users. The Plan’s recommendations for complete streets, way-finding signage for pedestrians and bicyclists, as well as crosswalk and sidewalk improvements can contribute to the overall design and character of the City while improving the connectivity and accessibility to all areas of a city.

### **CITY OF WASCO URBAN GREENING, PARKS AND OPEN SPACE MASTER PLAN**

The Urban Greening, Parks and Open Space Master Plan of July 2014 enabled the City to consolidate and update policies and standards regarding parks, greenbelts, and open space. The Plan addresses the

issues that influence the provision of parks and recreation facilities and services in order to position the City and Recreation and Parks District to better serve residents' needs in these areas. Strategies in the Urban Greening, Parks and Open Space Master Plan touch on improved access for users to parks, and the enhancement of the user experience and aesthetic of high quality community facilities.

#### **CITY OF WASCO URBAN WATER MANAGEMENT PLAN**

Prepared in 2010, the plan identifies the City's water supply system of nine wells and a distribution system and helps the City to consolidate and update policies and standards on water retrieval, use and treatment. The 2010 Urban Water Management Plan projected that Wasco's service area will require 6,661 AFY by 2015, and 17,397 AFY by 2035. The plan includes recommendations to expand water supplies through 2035. To improve supply efficiency, the City has already installed several pipeline interties and upgraded three of the well pumps in 2009, including a 300 horsepower pump with an emergency generator. The plan also recommends the expansion of the Wastewater Treatment Plant from 3.0 million gallons per day (MGD) to 4.5 MGD. Recycled water from treatment of wastewater is used for agricultural irrigation, which adds to the groundwater supply.

#### **CITY OF WASCO GENERAL PLAN SAFETY ELEMENT**

Prepared in 2013 as a single element update, this element establishes goals, objectives, and policies to assist the City of Wasco in assuring that the community is safe from natural and man-made hazards. The Safety Element update is included in this comprehensive 2040 General Plan update.

#### **CITY OF WASCO SCHOOL TRAFFIC SAFETY STUDY**

Prepared in 2013, the School Traffic Safety Study identified potential infrastructure projects that could improve student safety and support walking and biking to school in Wasco. A toolbox of recommendations was created to guide improvements on school grounds and along City streets.

#### **CITY OF WASCO DOWNTOWN HISTORIC OVERLAY & REVITALIZATION**

Prepared in 2008, the Downtown Revitalization Study and Downtown Business District Marketing Plan is to guide the revitalization and improvement of the downtown area in order to create a destination area where a mix of commercial, retail, dining, entertainment, residential and transit uses are carefully implemented to create a pedestrian friendly environment that is warm and inviting. The plan was also to support the Downtown Historic Overlay District that was created and has been under implementation for the 7<sup>th</sup> Street corridor since 2000.

#### **CITY OF WASCO ECONOMIC DEVELOPMENT OPPORTUNITIES PLAN**

Prepared in 2006, the Economic Development Opportunities Plan for the SR 46 Corridor initiated a road map to enhance the City of Wasco's competitiveness for new business investment, expansion of tax base, and improvement of its image. The guide outlined strategic initiatives and tactical actions to address economic challenges and opportunities in Wasco. The road map identified opportunities with improving the look, functionality, and business health along the SR 46 commercial corridor.

#### **THE WASCO CENTER: REGIONAL SHOPPING CENTER SPECIFIC PLAN**

This plan is approved, but not yet constructed. An Environmental Impact Report prepared in 2011, describes the 112-acre Wasco Center as encompassing 98.6 acres of commercial retail. These 98.6 acres include 273,000 square feet of large box retail, 105,000 sq. ft. of shopping center, 75,000 sq. ft. of movie theater, 67,500 sq. ft. of restaurants, 206,000 sq. ft. of community retail, 11,900 sq. ft. of recreation, and a 100-room hotel. The Wasco Center also includes 14 acres of residential development approved for 123 units of high density residential units located on parcels east, southeast, and west of the project site.

## **ROSE CITY INDUSTRIAL PARK SPECIFIC PLAN**

The industrial park was proposed for a 1640-acre site east of the City limits, south of SR 46. The entire industrial park area is proposed for annexation to the City. An Environmental Impact Report prepared in 2007 covered a programmatic level analysis and a project level analysis of two ethanol plants for the industrial park.

## **STATE ROUTE 46 (SR 46) WIDENING REPORT**

Prepared in 2013 by the California Department of Transportation, the plan lays out future improvements for SR 46 from I-5 eastward through the City of Wasco. The plan calls for widening of SR 46 from a two-lane, two-way arterial to a four-lane expressway. Widening of SR 46 to four lanes east of SR 43 to SR 99 is anticipated to occur after 2035.

# ***Monitoring, Reporting and Amendments***

---

## **A. Periodic Progress Review**

Following adoption of the General Plan based upon the EIR, the city council must also adopt a reporting or monitoring program for ensuring compliance with the adopted mitigation measures (Public Resources Code §21081.6). The City is required to coordinate general plan policies and environmental mitigation measures during the planning process so that the mitigation measures are reflected in the plan policies and those policies can be realistically implemented.

State of California Government Code requirements imply that the City of Wasco conduct periodic reviews of its progress with the General Plan and report it to the State. The purposes for this review and reporting requirement include the following:

- To provide enough information to allow local legislative bodies to assess how the general plan is being implemented in accordance with adopted goals, policies, and implementation measures.
- To provide enough information to identify necessary course adjustments or modifications to the general plan as a means to improve local implementation.
- To provide a clear correlation between land use decisions that have been made during the 12-month reporting period and the goals, policies, and implementation measures contained in the general plan.
- To provide information regarding local agency progress in meeting its share of regional housing needs and local efforts to remove governmental constraints to the development of housing (as defined in §65584 and §65583(c)(3)).

Findings from the periodic progress review are included in the annual reporting to the State. The annual report is outlined next.

## **B. Annual Reporting to State**

After the general plan has been adopted, State of California Government Code Section §65400(b) requires the planning agency to provide an annual report to their legislative body, OPR, and HCD on the status of the plan and progress in its implementation. The report must detail progress in meeting the jurisdiction's share of regional housing needs determined pursuant to §65584 and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing pursuant to §65583(c)(3).

The annual progress report must be provided to the legislative body, OPR, and HCD on or before October 1 of each year. Some jurisdictions report on a calendar-year basis (January 1 through December 31), and

others on a fiscal-year basis (July 1 through June 30). The October 1 deadline allows time to prepare an annual progress report regardless of the reporting period that is used.

There is no standardized format for the preparation of the annual progress report. The form and content of the report may vary based on the circumstances, resources, and constraints of each jurisdiction.

### C. General Plan Amendment Process

Like other local governments, the City of Wasco would by necessity be faced with amending the General or revising one or more elements of the Plan. The most common type of amendment is that initiated for a specific private development project, which usually affects a limited area and does not require the type of detailed consideration afforded publicly initiated changes. Generally, local governments may not amend any one of the mandatory elements of the general plan more than four times in one calendar year (§65358(b)). However, this limitation does not apply to the following:

- Optional elements.
- Amendments requested and necessary for affordable housing (§65358(c)).
- Any amendment necessary to comply with a court decision in a case involving the legal adequacy of the general plan (§65358(d)(1)).
- Amendments after January 1, 1984, to bring a general plan into compliance with an airport land use plan (§65302.3).
- Amendments needed in connection with the adoption of a comprehensive development plan under the Urban Development Incentive Act (Health and Safety Code §56032(d)).
- Any amendments for the purpose of developing a certified Local Coastal Program (Public Resources Code §30500(b)).

For amendments other than those undertaken by initiative, local governments must follow the notice and hearing procedures outlined in §65350, et seq. The procedure is the same as for enactment of a general plan, including adoption of a resolution by the legislative body. Section 65354.5(a) requires cities and counties to establish procedures for any interested party to appeal a planning commission decision. Additionally, general plan amendments are subject to CEQA. Pursuant to *Landi vs. County of Monterey* (1983) 139 Cal.App.3d 934 and later case law, amendments are not subject to the Permit Streamlining Act (§65920 et seq.).

Amendment of a general plan is also subject to the initiative and referendum processes. However, amendments by initiative must conform to the requirements of planning law, including consistency requirements.