

# Final Environmental Impact Report

Draft City of Wasco 2040 General Plan

August 26, 2016



College of Architecture  
& Environmental Design  
City & Regional Planning  
Department





# Final Environmental Impact Report

For

Draft City of Wasco 2040 General Plan

Prepared by:

The Department of City and Regional Planning  
California Polytechnic State University, San Luis Obispo

State Clearinghouse Number: 2016011066

DATE: August 26, 2016



## **Acknowledgments**

The project team would like to acknowledge the people, leadership, and staff of the City of Wasco for the many varied ways they have contributed to the completion of this project. We would like to make special mention of City Manager, J. Paul Paris, Planning Director, Roger Mobley, and Senior Planner, Keri Cobb.

**RESOLUTION NO. 2016 - 3147**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WASCO  
CERTIFYING THE 2040 GENERAL PLAN UPDATE ENVIRONMENTAL IMPACT  
REPORT (STATE CLEARING HOUSE NO. 2016011066), ADOPTING A STATEMENT  
OF OVERRIDING CONSIDERATIONS, AND ADOPTING A MITIGATION  
MONITORING AND REPORTING PROGRAM, ALL IN ACCORDANCE WITH THE  
CALIFORNIA ENVIRONMENTAL QUALITY ACT**

**-o0o-**

**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**, the City determined that a Program Environmental Impact Report (PEIR) needed to be prepared for the revision of the General Plan in accordance with the California Environmental Quality Act; and

**WHEREAS**, a Notice of Completion of the Draft Environmental Impact Report for the City of Wasco General Plan Update was filed with the Office of Planning and Research on May 23, 2016; and

**WHEREAS**, a 45 day public review period for the Draft Environmental Impact Report was held from May 30, 2016 to July 15, 2016; and

**WHEREAS**, the City prepared a Final Program Environmental Impact Report (FPEIR) that incorporates the Draft PEIR and also responds to the comments received from the City, public agencies and the general public on the Draft PEIR; and

**WHEREAS**, the Planning Commission reviewed the FPEIR at their meeting on September 12, 2016 and found the document to be compliant with CEQA; and

**WHEREAS**, the Planning Commission at their meeting on September 12, 2016 adopted Resolution 16-06 recommending that the City Council certify the Final Program Environmental Impact Report for the 2040 General Plan Update; and,

**WHEREAS**, notice of this public hearing was given in the manner provided in Title 17 of the Wasco Municipal Code; and,

**WHEREAS**, the City Council conducted a public hearing on October 4, 2016 to receive public comments on the project and the FPEIR and to consider whether the FPEIR complies with the requirements of the California Environmental Quality Act; and

**WHEREAS**, the City Council reviewed all evidence presented both orally and in writing and considered the information in the Final PEIR for adequacy, completeness, and compliance with CEQA and CEQA Guidelines.

**NOW, THEREFORE, BE IT RESOLVED THAT**, the City Council of the City of Wasco hereby certifies the 2040 General Plan Update Final Program Environmental Impact Report

based on the following findings, Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program:

Findings for Certification of the Environmental Impact Report

1. Full and fair public hearings have been held on the DPEIR and the FPEIR and the City Council has considered all comments received thereon, and thus said FPEIR is hereby determined to be adequate and complete.
2. In connection with the adoption of the 2040 General Plan Update, that the FPEIR for those actions has been prepared in compliance with CEQA and that the City Council has independently reviewed and analyzed the information contained therein, including the written comments received during the public review period and the oral and written comments received at the public hearings, and that the FPEIR represents the independent judgment of the City of Wasco as the Lead Agency for the project.
3. The FPEIR contains additions and clarifications in its response to comments on the DPEIR. The City Council does hereby find and determine that such additional information does not indicate any new significant environmental impacts not already evaluated nor does it reflect any substantial increase in the severity of any environmental impacts already evaluated.

Findings of Significant and Unavoidable Environmental Impacts

1. Implementation of the 2040 General Plan Update could result in potentially significant impacts by converting Prime Farmland to non-agricultural use. Despite implementation of the proposed Plan's policies and programs to reduce impacts of growth to agricultural resources, the conversion of Prime Farmland is unavoidable without preventing development. The Plan does include the re-designation of approximately 700 acres of land currently designated as non-agricultural uses back to an agriculture land use designation. However even with the Plan's policies, programs, and land use re-designation to agriculture, the impact remains significant and unavoidable.

Statement of Overriding Considerations

1. The City of Wasco finds that, to the extent that any impacts from the adoption of the 2040 General Plan Update remain unmitigated or are considered to be unavoidable, such impacts are acceptable in light of the overriding social, economic, and other benefits or considerations described herein. The City of Wasco also finds that the Project alternatives that would avoid or further mitigate the environmental effects identified by the environmental documentation in the record are infeasible or undesirable with respect to the project. Such alternatives would impose limitations and restrictions on the growth of the City, which the City finds would prohibit or limit obtaining the specific social, economic, and other benefits or considerations of the project.
2. The City has determined that the unavoidable impacts of the Project are acceptable when balanced against the benefits of the project. The following benefits are found to outweigh and make acceptable the unavoidable impacts of the proposed project as described in the Final PEIR:
  - The project will encourage sustained economic growth recognizing the importance of economic generators, job generators and a balance between jobs and housing
  - The project will provide for a fiscally sound city with an emphasis on sales tax.

- The project will provide a variety of housing types conducive to all socio-economic sectors of the community and will help the City satisfy its regional housing needs.
  - The project will encourage growth within the City's industrial areas.
  - The project will provide for orderly, contiguous growth and discourage leap-frog development.
  - The project will provide for the systematic and continual upgrade and improvement of City infrastructure.
  - The project will reduce the impact of storm water runoff.
3. Based upon the previously described social, economic and other benefits or considerations of the project and the overriding considerations described above, the benefits of the proposed project outweigh the unavoidable impact related to loss of Prime Farmland, and any adverse environmental effects associated with this impact are considered to be acceptable.

Mitigation Monitoring and Reporting Program

1. The California Environmental Quality Act requires a public agency to adopt a reporting or monitoring program when approving a project in order to mitigate or avoid significant effects on the environment. State CEQA Guidelines state in part where the project is the adoption of a General Plan the monitoring plan shall apply to policies and any other portion of the Plan that is a mitigation measure.
2. The City Council adopts the Mitigation Monitoring and Reporting program attached hereto as Exhibit A. The Mitigation Monitoring and Reporting Program attached hereto as Exhibit A and incorporated herein by reference accurately reflects all of the mitigation measures recommended for the project in the FPEIR, and the attached Mitigation Monitoring and Reporting program is hereby adopted by the City Council and will apply to the Project.

**BE IT FURTHER RESOLVED** that the foregoing recitations are true and correct, and are included herein by reference as findings.

**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

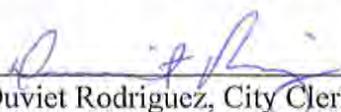
ABSTAIN: None

ABSENT: Hively

  
 \_\_\_\_\_  
 Cheryl Wegman, Mayor

ATTEST:

I, DUVIET RODRIGUEZ, City Clerk of the City of Wasco hereby certify the foregoing Resolution No. 2016-3147 was approved, adopted, and passed by the City Council on the 4<sup>th</sup> day of October, 2016.

  
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 Duviet Rodriguez, City Clerk

## **EXHIBIT A**

### **2040 CITY OF WASCO GENERAL PLAN UPDATE MITIGATION MONITORING AND REPORTING PROGRAM**

The general mitigation monitoring program to be implemented for the mitigation measures adopted as part of the Final Program Environment Impact Report (FPEIR) for the 2040 General Plan update is as follows:

1. Monitoring of FPEIR mitigations shall be reported each year as part of the General Plan Annual Report submitted to the State.
2. Where City staff determine that the environmental effects of a project-related discretionary approval were covered in the FPEIR consistent with California Code of Regulations Section 15168(c), feasible mitigation measures included in this monitoring program shall be incorporated into the discretionary project, as follows:
  - a. Staff responsible for review and approval of each land use entitlement application will consider the applicable adopted mitigation measures in determining whether the application is consistent with applicable General Plan policies and whether to approve the application, and will impose the applicable adopted mitigation measures as conditions of any approval that is granted.
3. Where additional environmental review is determined to be required for project-related discretionary approval, modified and/or additional mitigation measures may be required for a specific project, as specified in a subsequent or supplemental environmental document.

**CITY OF WASCO 2040 GENERAL PLAN UPDATE  
MITIGATION MONITORING AND REPORTING PROGRAM**

Impact	Mitigation	Responsible Entity	Timing/Status
<b>Section 4.2 Agriculture</b>			
<p><b>AG-1:</b> The proposed Plan would result in potentially significant impacts by converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.</p>	<p><b>AG-1a:</b> Prohibit annexation of properties under Williamson Contracts unless a notice of Non-renewal has been filed. <b>AG-1b:</b> Continue to implement a Right-to-Farm ordinance.</p>	Planning Dept.	On-going
<p><b>AG-5:</b> The proposed Plan would result in potentially significant impacts that involve other changes in the existing environment which, due to their location or nature could result in conversion of Farmland to non-agricultural use.</p>	<p><b>AG-5a:</b> Implement Mitigation Measure AG-1a: Prohibit annexation of properties under Williamson Contracts unless a notice of Non-renewal has been filed.</p>	Planning Dept.	On-going
<b>Section 4.3 Air Quality</b>			
<p><b>AIR-4:</b> The proposed Plan would result in potentially significant impacts with respect to the placement of sensitive receptors proximate to substantial pollutant concentrations or the siting of new sources of air pollution proximate to sensitive receptors in the city.</p>	<p><b>AIR-4a:</b> Avoid or prohibit the siting of new substantial emission sources within CARB recommended screening distances of existing sensitive receptors.</p>	Planning Dept.	At time of discretionary project review
<p><b>AIR-5:</b> The proposed Plan will potentially create objectionable odors affecting a substantial number of people.</p>	<p><b>AIR-5a:</b> Avoid or prohibit the siting of new substantial emission sources within CARB recommended screening distances of existing sensitive receptors.</p>	Planning Dept.	At time of discretionary project review

Impact	Mitigation	Responsible Entity	Timing/Status
<b>Section 4.4 Biological Resources</b>			
<p><b>BIO-1:</b> The proposed Plan will have a potentially significant substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish &amp; game or U.S Fish &amp; Wildlife Service.</p>	<p><b>BIO-1a:</b> Comply with all State and Federal requirements for the protection of endangered and special status species.  <b>BIO-1b:</b> Protect and mitigate impacts on listed and special status species in accordance with CEQA and/or NEPA regulations.</p>	Planning Dept.	At time of discretionary project review
<b>Section 4.5 Cultural Resources</b>			
<p><b>CULT-5:</b> The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in potentially significant cumulative impacts with respect to cultural resources.</p>	<p><b>CULT-5a:</b> In the event that historical, cultural or paleontological resources are unearthed or otherwise discovered during construction activities associated with the General Plan, all work must be suspended until a qualified archaeologist is consulted.</p>	Planning Dept. Consulting Archaeologist	During project site preparation and construction activity
<b>Section 4.8 Hazards &amp; Hazardous Materials</b>			
<p><b>HAZ-1:</b> Build-out of the proposed Plan would result in potentially significant impacts in regards to creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.</p>	<p><b>HAZ-1a:</b> All hazardous material production and transportation will comply with state and local regulations such as the Natural Hazard Mitigation Plan and Kern County and Incorporated Cities Hazardous Waste Management Plan.</p>	Kern County Environmental Health CHP	On-going
<b>Section 4.9 Hydrology &amp; Water Quality</b>			
<p><b>HY-2:</b> Build-out of the Plan would result in potentially significant impacts in regards to substantially depleting groundwater supplies or interfering substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table.</p>	<p><b>HY-2a:</b> Complete expansion of the Wastewater Treatment Plant to 4.5 MGD, allowing for additional wastewater to be recycled as agricultural irrigation, which reduces consumption of potable water and recharges the supply.  <b>HY-2b:</b> Update the Urban Water Management Plan to recommend use of recycled water beyond agricultural demands, for purposes such as landscape irrigation.</p>	Public Works Dept.	When funding is available

Impact	Mitigation	Responsible Entity	Timing/Status
<p><b>NOISE-3:</b> The proposed Plan would not significantly increase ambient noise levels in the project vicinity above levels existing without the project.</p> <p><b>NOISE-4:</b> The proposed Plan would potentially significantly increase temporary or periodic ambient noise levels in the project vicinity above levels existing without the project.</p>	<p><b>HY-2c:</b> Implement the 2015 Model Water Efficient Landscape Ordinance to reduce the amount of potable water used for landscape irrigation.</p> <p><b>HY-2d:</b> Comply with all State of California water conservation measures and the Sustainable Groundwater Management Act.</p>	<p>Planning Dept. Public Works Dept.</p>	<p>At time of discretionary project review</p>
<p><b>Section 4.12 Noise</b></p>			
<p><b>NOISE-3:</b> The proposed Plan would not significantly increase ambient noise levels in the project vicinity above levels existing without the project.</p> <p><b>NOISE-4:</b> The proposed Plan would potentially significantly increase temporary or periodic ambient noise levels in the project vicinity above levels existing without the project.</p>	<p><b>NOISE-3a:</b> Amend the noise ordinance in the Municipal Code to define acceptable neighborhood noise levels.</p> <p><b>NOISE-4a:</b> Amend the noise ordinance in the Municipal Code in order to place restrictions on hours of construction activity and advise when issuing construction permits.</p>	<p>Planning Dept. Planning Dept.</p>	<p>Following adoption of General Plan update Following adoption of General Plan update</p>
<p><b>Section 4.14 Public Services</b></p>			
<p><b>PS-3:</b> Build-out of the proposed Plan would result in the provision of or need for new or physically altered school facilities, the construction or operation of which could cause potentially significant environmental impacts.</p>	<p><b>PS-3a:</b> The City will work with local school districts to identify population growth thresholds that require new school facilities to maintain adequate level of service for the growing youth population.</p>	<p>Planning Dept.</p>	<p>On-going</p>
<p><b>PS-5:</b> Buildout of the proposed Plan would result in the need for new or physically altered library facilities, so the impact would be potentially significant.</p>	<p><b>PS-5a:</b> Coordinate with Kern County Library services to address specific needs of the community and funding sources required to build library services to meet those needs.</p>	<p>Planning Dept.</p>	<p>On-going</p>

Impact	Mitigation	Responsible Entity	Timing/Status
<b>Section 4.15 Transportation</b>			
<b>TRANS-1:</b> Buildout of the proposed Plan would result in potentially significant impacts to some intersection levels of service.	<b>TRANS-1a:</b> New developments will have to conduct travel impact studies to determine increases in traffic volumes attributable to specific developments. If studies project unacceptable levels of service, mitigation measures will be put in place. With new State requirements for Complete Streets, cities have a wide array of possible mitigation measures.	Planning Dept. Public Works Dept.	At time of discretionary project review
<b>TRANS-4:</b> Buildout of the Plan would result in potentially significant increased hazards due to hazardous design features or incompatible uses.	<b>TRANS-4a:</b> All development under the Plan would be subject to City design standards. As with current practice, all future roadways would be designed and reviewed in consultation with engineers to determine their compliance with City standards and regulations to ensure user safety.	Public Works Dept.	At time of discretionary project review
<b>TRANS-6:</b> Buildout of the Plan could result in significant conflicts with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.	<b>TRANS-6a:</b> City will comply with the Complete Streets Act which requires local streets to meet the needs of all users. The Plan includes policies and programs which support transit, bicycle and pedestrian facilities.	Planning Dept. Public Works Dept.	On-going
<b>TRANS-7:</b> Buildout of the Plan would potentially result in significant additional cumulative transportation impacts.	<b>TRANS-7a:</b> Cumulative impacts to transportation facilities resulting from Plan buildout will be mitigated locally on a project by project basis at time of development through implementing policies and implementation actions of the Plan.	Planning Dept.	At time of discretionary project review

Impact	Mitigation	Responsible Entity	Timing/Status
<b>Section 4.16 Utilities</b>			
<p><b>UTIL-1:</b> Buildout of the proposed Plan would result in potentially significant impacts in regards to sufficient water supplies for the service area.</p>	<p><b>UTIL-1a:</b> City shall strive to keep daily per capita water use to 198 GPCPD or below in order to comply with the Water Conservation Act of 2009 and current State water conservation targets for the city.  <b>UTIL-1b:</b> City shall strive to meet its cumulative savings target of 36% in order to comply with Executive Order B-29-15.</p>	<p>Planning Dept.  Public Works Dept.</p>	<p>On-going</p>
<p><b>UTIL-2:</b> Buildout of the Plan would result in potentially significant impacts from construction of new water facilities or expansion of existing facilities.</p>	<p><b>UTIL-2a:</b> City shall update their Municipal Services Review in accordance with LAFCO requirements to assure adequate planning for water capacity is in place.  <b>UTIL-2b:</b> City shall not permit construction of new private wells within the city limits.</p>	<p>Planning Dept.</p>	<p>MSR review completed</p>
<p><b>UTIL-3:</b> Buildout of the Plan would result in significant impacts to wastewater treatment capacity and requirements of the Regional Water Board.</p>	<p><b>UTIL-3a:</b> City will expand its wastewater treatment capacity to meet demand from growth under the Plan and Regional Water Board requirements.</p>	<p>Public Works Dept.</p>	<p>When funding is available</p>
<p><b>UTIL-4:</b> Buildout of the Plan would potentially result in significant impacts from construction of new or expansion of existing water or wastewater facilities.</p>	<p><b>UTIL-4a:</b> Construction of new or expansion of existing water or wastewater facilities shall have adequate funding to mitigate potential construction impacts.  <b>UTIL-4b:</b> City shall encourage installation of greywater systems in homes to reduce the need for construction of new water and wastewater facilities.  <b>UTIL-4c:</b> City should provide a reduced sewer impact fee for new single family homes if a greywater system is installed.</p>	<p>Public Works Dept.  Planning Dept.</p>	<p>On-going</p>

Impact	Mitigation	Responsible Entity	Timing/Status
<b>Section 4.16 Utilities</b>			
<b>UTIL-5:</b> Buildout of the proposed Plan could result in a lack of wastewater treatment capacity to serve Plan growth in violation of Regional Water Board requirements.	<b>UTIL-5a:</b> City shall not issue building permits for new construction unless adequate treatment capacity can be demonstrated.	Planning Dept.	At time of discretionary project approval
<b>UTIL-6:</b> Buildout of the Plan would potentially result in significant impacts from construction of new or expansion of existing storm drainage facilities.	<b>UTIL-6a:</b> City shall require on-site storm water retention for all new development. <b>UTIL-6b:</b> City shall adopt and implement Low Impact Development guidelines for on-site storm water drainage facilities.	Planning Dept. Public Works Dept.	At time of discretionary project approval

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# 1. EXECUTIVE SUMMARY

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This section provides an overview of the project and the environmental analysis. For detailed discussions of all project impacts and mitigation measures, refer to the topical environmental analyses contained in Chapter 4, Sections 4.1 through 4.16, of this Environmental Impact Report (EIR).

## **PURPOSE AND SCOPE OF THE ENVIRONMENTAL IMPACT REPORT**

This DEIR provides an analysis of the potential environmental effects that may result from the proposed Project, which is the adoption and implementation of the City of Wasco 2040 General Plan.

The City of Wasco 2040 General Plan includes: goals, objectives, policies, and programs; designations of future land use; the location of infrastructure improvements; proposed circulation improvements; standards for future development; and criteria by which to judge development proposals. The City of Wasco’s previous General Plan was adopted in 2002, and has only been updated sporadically as the State passes new laws.

The EIR prepared for the proposed General Plan is a “Program EIR”. According to Article 11 Section §15168 of the California Environmental Quality Act (CEQA) Handbook:

A program EIR is an EIR, which may be prepared on a series of actions that can be characterized as one large project and are related either:

1. Geographically,
2. As logical parts in the chain of contemplated actions,
3. In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or
4. As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

Thus, a program level EIR evaluates the implications on the environment as a result of adopting a planning document, such as a general plan, which provides direction for long-term visioning and broad community goals. However, a program level EIR does not examine the specific impacts resulting from individual projects



which may be proposed as a result of adopting the 2040 General Plan. Additional environmental review pursuant to CEQA guidelines may be required for site-specific projects, such as those requiring discretionary approval. Such environmental review may be in the form of initial studies, negative declarations, mitigated negative declarations, or the preparation of a project-level EIR. These terms are defined in Chapter 2.5 of the CEQA Guidelines (2014), as follows:

**Initial study:** A preliminary analysis, which is prepared to determine the relative environmental impacts associated with a proposed project. It is designed as a measuring mechanism to determine if a project will have a significant adverse effect on the environment, thereby triggering the need to prepare a full environmental impact report (EIR). It also functions as an evidentiary document containing information which supports conclusions that the project will not have a significant environmental impact, or that the impacts can be mitigated to a “less than significant” or “no impact” level.

**Negative declaration:** A written statement briefly describing the reasons that a proposed project will not have a significant effect on the environment and does not require the preparation of an environmental impact report.

**Mitigated negative declaration:** A negative declaration prepared for a project when the initial study has identified potentially significant effects on the environment, but (1) revisions in the project plans or proposals made by, or agreed to by, the applicant before the proposed negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur, and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment.

## 1.1. ENVIRONMENTAL PROCEDURES

This EIR was prepared pursuant to CEQA to assess the environmental effects associated with implementation of the proposed Plan, as well as anticipated future discretionary actions and approvals. The six main objectives of this document as established by CEQA are:

- To disclose to decision-makers and the public the significant environmental effects of proposed activities.
- To identify ways to avoid or reduce environmental damage.
- To prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
- To disclose to the public reasons for agency approval of projects with significant environmental effects.

- To foster interagency coordination in the review of projects.
- To enhance public participation in the planning process.

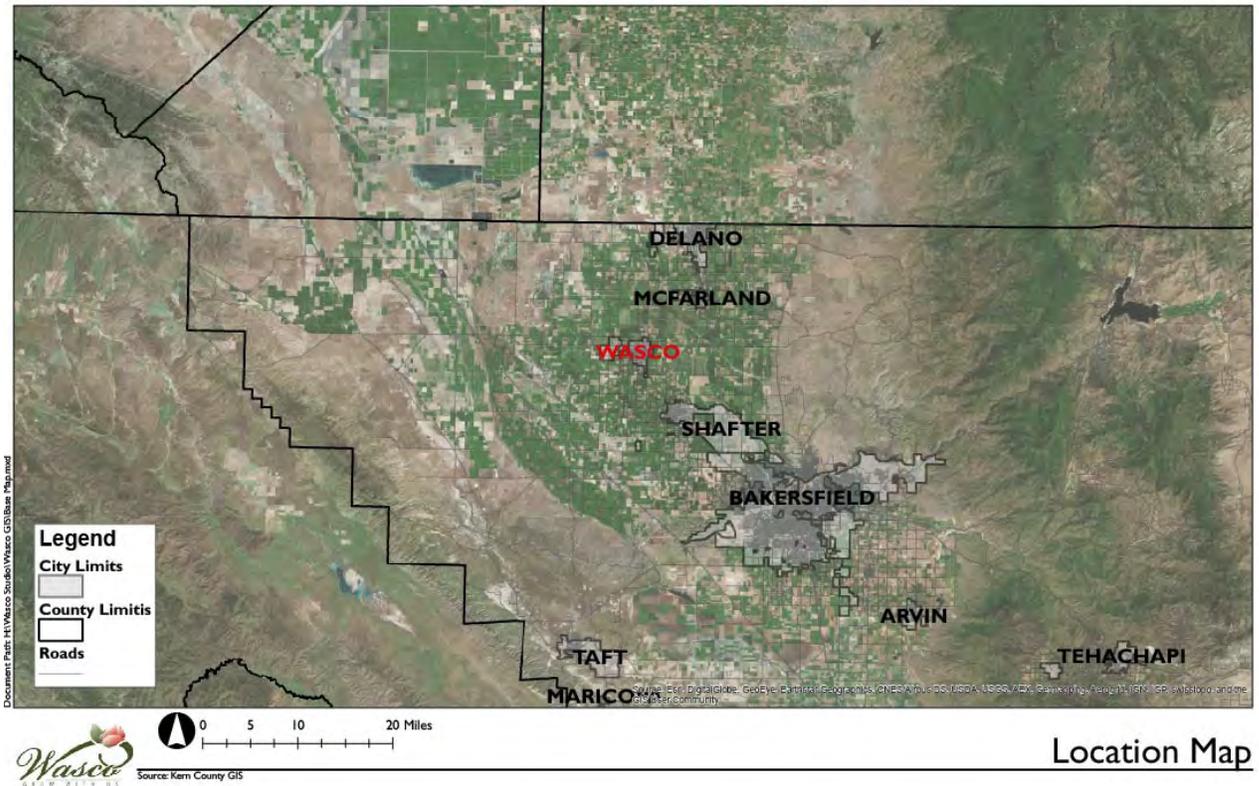
An EIR is the most comprehensive form of environmental documentation identified in the statutes and in the CEQA Guidelines. It provides the information needed to assess the environmental consequences of a proposed project, to the extent feasible. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts. An EIR is also one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Prior to approving a proposed project, the lead agency must consider the information contained in the EIR, determine whether the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines, determine whether it reflects the independent judgment of the lead agency, adopt findings concerning the project's significant environmental impacts and alternatives, and adopt a Statement of Overriding Considerations if the proposed project would result in significant impacts that cannot be avoided.

## **1.2. LOCATION AND BOUNDARIES OF THE PLAN AREA**

### **1.2.1. PLAN AREA LOCATION**

The City of Wasco is located in Kern County. The City is located on the floor of the San Joaquin Valley, at the intersection of California State Routes 43 and 46. The City of Bakersfield, the county seat, is 24 miles southeast. Two other neighboring communities include Delano to the north and Shafter to the south.

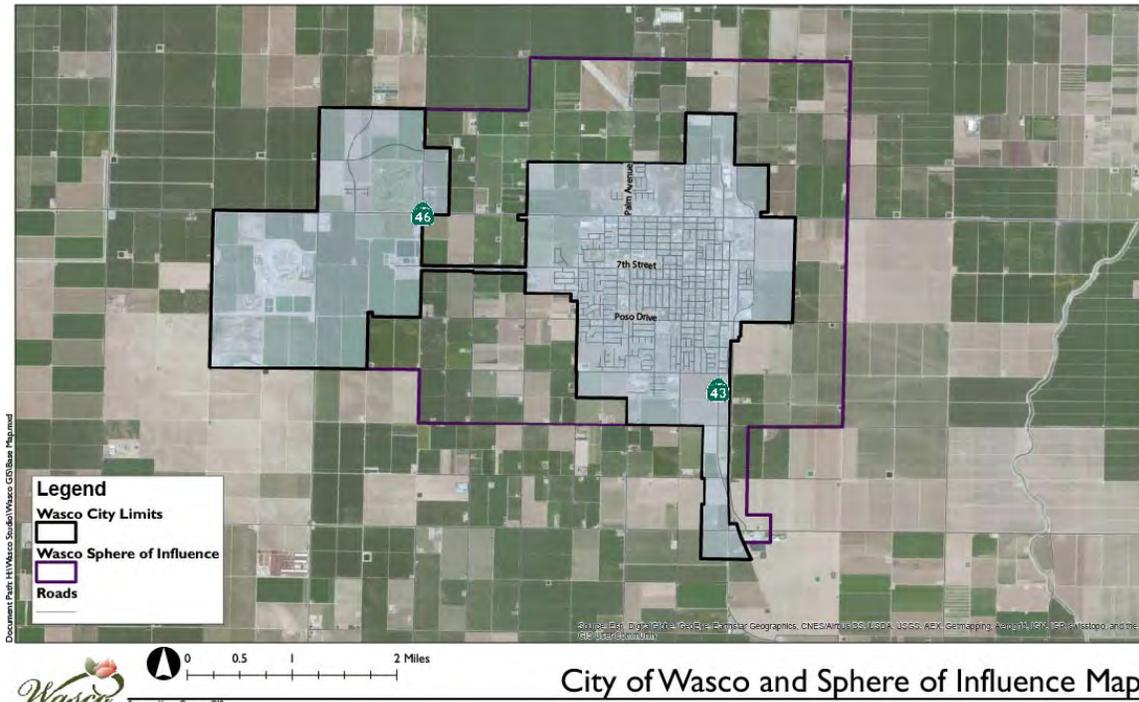
**Map 1.2-1 Regional Setting**



## 1.2.2. PLAN AREA BOUNDARIES

A general plan must cover the territory within the boundaries of the adopting city as well as any land outside its boundaries which in the planning agency’s judgment bears relation to its planning (OPR, 2003, Section §65300). The Wasco 2040 General Pan is the governing document for all planning and development related decisions within City limits, as well as for the planning area and sphere of influence, as defined by the Local Agency Formation Commission (LAFCO). The City planning area and sphere of influence, which extends beyond the City limits, defines the proposed Project boundary.

### Map 1.2-2 Boundaries



## 1.3. PLAN SUMMARY

The proposed Plan is an update of the 2002 City of Wasco General Plan. The City of Wasco General Plan 2040 includes: goals, objectives, policies, and programs; designations of future land uses; the location of infrastructure improvements; proposed circulation improvements; development standards for future development; and criteria by which to judge development proposals.

The City of Wasco General Plan 2040 includes the following General Plan Elements: Aesthetics, Agricultural Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use, Mineral Resources, Noise, Population and Housing, Public Services, Transportation, and Utilities.

The proposed Plan is expected to accommodate approximately 42,232 residents. The Plan proposes a total of 10,500 housing units and 8,889 jobs in the City of Wasco by 2040. The proposed Plan has a long-term planning horizon, addressing a time frame extending to 2040, yet it brings deliberate overall direction to the day-to-day decisions of the City Council, Planning Commission, and City staff. The proposed Plan is described in more detail in Chapter 3 of this EIR.



## 1.4. SUMMARY OF ALTERNATIVES TO THE PROPOSED PLAN

Section 1512.6 of the California Environmental Quality Act (CEQA) Guidelines requires that an Environmental Impact Report (EIR) describe a range of reasonable alternatives to the project, which could feasibly attain the basic objectives of the project and reduce the degree of environmental impact. Chapter 6, Description of Alternatives, provides a detailed description and comparison of each alternative to the proposed Plan.

## 1.5. ISSUES TO BE RESOLVED

Section §15123(b)(3) of the CEQA Guidelines requires that an EIR identify issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed Plan, the major issues to be resolved include decisions by the City of Wasco, as lead agency, related to:

- Whether this EIR adequately describes the environmental impacts of the Plan
- Whether the benefits of the Plan override those environmental impacts that cannot be feasibly avoided or mitigated to a level of insignificance
- Whether the proposed land use changes are compatible with the character of the existing area
- Whether the identified goals, policies, or mitigation measures should be adopted or modified
- Whether there are other mitigation measures that should be applied to the Plan besides those Mitigation Measures identified in the EIR
- Whether there are any alternatives to the Plan that would substantially lessen any of the significant impacts of the proposed Plan and achieve most of the basic objectives

## 1.6. AREAS OF CONTROVERSY

The City of Wasco issued a Notice of Preparation of an EIR on January 21st, 2016. The scoping period of this EIR ran from January 21st to February 20th, during which time responsible agencies and interested members of the public were invited to submit comments as to the scope and content of the EIR. The comments received focused primarily on the following issues:

- Agricultural preservation

- Cumulative impacts to agricultural land

## 1.7. SIGNIFICANT IMPACTS & MITIGATION MEASURES

Table 1.1 summarizes the conclusions of the environmental analysis contained in this EIR and presents a summary of impacts and mitigation measures identified. It is organized to correspond with the environmental issues discussed in Chapter 4, Section 4.1 to 4.16. The table is arranged in four columns: 1) environmental impacts; 2) significance prior to mitigation; 3) mitigation measures; and 4) significance after mitigation. For a complete description of potential impacts, please refer to the specific discussions in Chapter 4, Section 4.1 through 4.16.

### 1.7.1. DEFINITION OF TERMS

Table 1-1 summarizes the environmental analysis and categorizes impacts as either “less-than-significant,” “potentially significant,” “significant,” or “no impact.” These terms are defined as follows:

**No impact:** The project does not create an impact in that category.

**Less than significant:** A less than significant impact is one that would not reach or exceed the standard or threshold of significant as determined in this analysis. Therefore, no substantial environmental change would occur or necessitate the need for mitigation measures.

**Potentially significant:** The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.

**Significant:** A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project

**Table 1.7.1 Summary of Impacts and Mitigation Measures**

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>Definitions:</b>  <b>No Impact (NI):</b> The project does not create an impact in that category  <b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.  <b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.  <b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
<b>Aesthetics</b>			
<p><b>AE-1:</b> The proposed plan would have no impact on scenic vistas.</p>	No Impact	N/A	No Impact
<p><b>AE-2:</b> The proposed Plan would have no impact on scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a State scenic highway.</p>	No Impact	N/A	No Impact
<p><b>AE-3:</b> The proposed Plan would have a less-than-significant impact on the existing visual character or quality of the site and its surroundings.</p>	LTS	N/A	LTS

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>Definitions:</b></p> <p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
<p><b>AE-4:</b> The proposed Plan’s potential to create a new source of substantial light or glare, which would adversely affect day or nighttime views of the area is less-than-significant.</p>	LTS	N/A	LTS
<p><b>AE-5:</b> The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to aesthetics.</p>	LTS	N/A	LTS
<b>Agriculture</b>			
<p><b>AG-1:</b> The proposed Plan would result in potentially significant impacts by converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), to non-agricultural use.</p>	PS	<p><b>Mitigation Measure AG-1a:</b> Prohibit annexation of properties under Williamson Act contracts unless a notice of Non-renewal has been filed.</p> <p><b>Mitigation Measure AG-1b:</b> Continue to</p>	LTS

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>Definitions:</b></p> <p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
		<p>implement a Right-to-Farm ordinance.</p> <p><b>Mitigation Measure AG-1b:</b> re-designate a large amount of acreage, shown in 2002 general plan as residential &amp; commercial, back to agriculture</p>	
<p><b>AG-2:</b> The proposed Plan would not result in conflict with existing zoning for agricultural use, or a Williamson Act contract, therefore the impact is less-than-significant.</p>	LTS	N/A	LTS
<p><b>AG-3:</b> The proposed Plan would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by</p>	No Impact	N/A	No Impact

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>Definitions:</b></p> <p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
Public Resources Code section 4526), or timberland zoned Timberland production (as defined by Government Code section 51104(g))			
<b>AG-4:</b> The proposed Plan would not result in the loss of forest land or conversion of forest land to non-forest use.	No Impact	N/A	No Impact
<b>AG-5:</b> The proposed Plan would result in potentially significant impacts that involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use.	PS	<p><b>Mitigation Measure AG-5a:</b> Implement Mitigation Measure AG-1a: Prohibit Annexation of properties under Williamson Act contracts unless a notice of Non-renewal has been filed.</p>	PSU
<b>Air Quality</b>			
<b>AIR-1:</b> The proposed plan does not conflict with, or	LTS	N/A	LTS

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>Definitions:</b></p> <p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
obstruct implementation of an applicable air quality plan.			
<p><b>AIR-2:</b> The proposed plan will not violate any air quality standard or contribute substantially to an existing or projected air quality violation.</p>	LTS	N/A	LTS
<p><b>AIR-3:</b> The proposed plan will not result in cumulative considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).</p>	LTS	N/A	LTS
<p><b>AIR-4:</b> The proposed plan would result in potentially</p>	PS	<p><b>Mitigation AIR-4a:</b> Avoid or prohibit the</p>	LTS

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>Definitions:</b></p> <p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
<p>significant impacts with respect to the placement of sensitive receptors proximate to substantial pollutant concentrations or the siting of new sources of air pollution proximate to sensitive receptors in the City.</p>		<p>siting of new substantial emission sources within CARB recommended screening distances of existing sensitive receptors.</p>	
<p><b>AIR-5:</b> The proposed plan will potentially create objectionable odors affecting a substantial number of people.</p>	<p>PS</p>	<p><b>Mitigation AIR-5a:</b> Avoid or prohibit the siting of new substantial emission sources within CARB recommended screening distances of existing sensitive receptors.</p>	<p>LTS</p>

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>Definitions:</b></p> <p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
<b>Biological Resources</b>			
<p><b>BIO-1:</b> The proposed Plan will have a potentially significant substantial adverse effect, either directly or through the habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.</p>	PS	<p><b>Mitigation Measure BIO-1a:</b> Comply with all State and Federal requirements for the protection of endangered and special status species.</p> <p><b>Mitigation Measure BIO-1b:</b> Protect and mitigate impacts on listed and special status species in accordance with CEQA and/or NEPA regulations.</p>	LTS

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>Definitions:</b></p> <p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
<p><b>BIO-2:</b> The proposed Plan will not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.</p>	No Impact	N/A	No Impact
<p><b>BIO-3:</b> The proposed Plan would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, therefore the impact is less-than-significant.</p>	LTS	N/A	LTS

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>Definitions:</b></p> <p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
<p><b>BIO-4:</b> The proposed Plan would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, therefore the impact is less-than-significant.</p>	LTS	N/A	LTS
<p><b>BIO-5:</b> The proposed Plan would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, therefore the impact is less-than-significant.</p>	LTS	N/A	LTS

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>Definitions:</b></p> <p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
<p><b>BIO-6:</b> The proposed Plan would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, therefore the impact is less-than-significant.</p>	LTS	N/A	LTS
<b>Cultural Resources</b>			
<p><b>CULT-1:</b> The proposed Plan is not expected to cause adverse change in significance of a historical resource as defined in Section 15064.5.</p>	No Impact	N/A	No Impact
<p><b>CULT-2:</b> The proposed Plan is not expected to cause adverse change in significance of an</p>	No Impact	N/A	No Impact



Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>Definitions:</b></p> <p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
archeological resource as defined in Section 15064.5.			
<b>CULT-3:</b> The proposed Plan is not expected to directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature.	No Impact	N/A	No Impact
<b>CULT-4:</b> The proposed Plan is not expected to disturb any human remains, including those interred outside of formal burial cemeteries.	No Impact	N/A	No Impact

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<p><b>CULT-5:</b> The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in potentially significant cumulative impacts with respect to cultural resources.</p>	PS	<p><b>Mitigation CULT-5a:</b> In the event that historical, cultural, or paleontological resources are unearthed or otherwise discovered during construction activities associated with the proposed General Plan, all work must be suspended until a qualified archaeologist is consulted.</p>	LTS
<b>Geology &amp; Soils</b>			
<p><b>GEO-1:</b> The proposed Plan may expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, therefore</p>	LTS	N/A	LTS

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the impact is less-than-significant.			
<p><b>GEO-2:</b> The proposed Plan may expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking; therefore the impact is less-than-significant.</p>	LTS	N/A	LTS
<p><b>GEO-3:</b> The proposed Plan might expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction,</p>	LTS	N/A	LTS

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therefore the impact is less-than-significant.			
<p><b>GEO-4:</b> The proposed Plan will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides, therefore the impact is less-than-significant.</p>	LTS	N/A	LTS
<p><b>GEO-5:</b> The proposed Plan might result in substantial soil erosion or the loss of topsoil, therefore making the impact less-than-significant.</p>	LTS	N/A	LTS

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<p><b>GEO-6:</b> The proposed Plan might promote land-use changes that will be located on unstable soils or geologic units that will result in land sliding, lateral spreading, subsidence, liquefaction, or collapse, therefore making the impact potentially significant.</p>	LTS	N/A	LTS
<p><b>GEO-7:</b> The proposed plan may create substantial risks to life or property by promoting land-use changes that will be located on expansive soil, as defined in Table 18-1-b of the Uniform Building Code (1994), therefore making the impact less-than-significant.</p>	LTS	N/A	LTS

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<p><b>GEO-8:</b> The proposed plan will not promote land-use changes and development on soils that are not capable of supporting sewer infrastructure, therefore making the impact less-than-significant</p>	LTS	N/A	LTS
<b>Greenhouse Gas Emissions</b>			
<p><b>GHG-1:</b> Build-out of the General Plan will not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment</p>	LTS	N/A	LTS

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<p><b>GHG-2:</b> Build-out of the General Plan will not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.</p>	LTS	N/A	LTS
<p><b>Hazards &amp; Hazardous Materials</b></p>			
<p><b>HAZ-1:</b> Build-out of the proposed Plan would result in potentially significant impacts in regards to creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.</p>	PS	<p><b>Mitigation HAZ-1:</b> All hazardous material production and transportation will comply with state and local regulations such as the Natural Hazard Mitigation Plan and the Kern County and Incorporated Cities Hazardous Waste Management Plan</p>	LTS

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<p><b>HAZ-2:</b> Build-out of the proposed Plan would result in less-than- significant impacts in regards to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.</p>	LTS	N/A	LTS
<p><b>HAZ-3:</b> Build-out of the proposed Plan would have a less-than-significant impacts in regards to emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.</p>	LTS	N/A	LTS

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<p><b>HAZ-4:</b> Build-out of the proposed Plan would result in no impacts in regards to being located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.</p>	No Impact	N/A	No Impact
<p><b>HAZ-5:</b> Build-out of the proposed Plan would result in less-than-significant in regards to being located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport.</p>	LTS	N/A	LTS
<p><b>HAZ-6:</b> Build-out of the proposed Plan would result in no impact in regards to being located within the vicinity of a private airstrip.</p>	No Impact	N/A	No Impact

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<p><b>HAZ-7:</b> Build-out of the proposed Plan would result in less-than-significant impacts in regards to impairing the implementation of or physically interferes with an adopted emergency response plan or emergency evacuation plan</p>	LTS	N/A	LTS
<p><b>HAZ-8:</b> Build-out of the proposed Plan would result in less-than-significant impacts in regards to exposing people on structures to a significant risk of loss, injury or death involving wildland fires, includes where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.</p>	LTS	N/A	LTS

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<p><b>Hydrology &amp; Water Quality</b></p>			
<p><b>HY-1:</b> Build-out of the proposed Plan would result in less-than-significant impacts in regards to violating any water quality standards or waste discharge requirements</p>	<p>LTS</p>	<p>N/A</p>	<p>LTS</p>
<p><b>HY-2:</b> Build-out of the proposed Plan would result in potentially significant impacts in regards to substantially depleting groundwater supplies or interfering substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level</p>	<p>PS</p>	<p><b>Mitigation HY-2a:</b> Complete expansion of the Wastewater Treatment Plant from 3.0 MGD to 4.5 MGD, allowing for additional wastewater to be recycled as agricultural irrigation, which reduces the consumption of fresh groundwater and recharges the supply.</p> <p><b>Mitigation HY-2b:</b> Update the Urban Water Management plan to recommend use of recycled water beyond agricultural demands, for</p>	<p>LTS</p>

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		<p>other purposes such as landscaping.</p> <p><b>Mitigation HY-2c:</b> Implement the 2015 Model Water Efficient Landscape Ordinance to reduce the amount of potable water used for landscape irrigation.</p> <p><b>Mitigation HY-2d:</b> The City will comply with all State of California Water Conservation measures and the Sustainable Groundwater Management Act.</p>	
<p><b>HY-3:</b> Build-out of the proposed Plan would result in less-than-significant impacts in regards to substantially altering the existing drainage pattern of the site or area in a manner</p>	LTS	N/A	LTS



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which would result in substantial erosion or siltation on- or off-site.			
<b>HY-4:</b> Build-out of the proposed Plan would result in less-than-significant impacts in regards to substantially altering the existing drainage pattern of the site or area or substantially increasing the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.	LTS	N/A	LTS

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<p><b>HY-5:</b> Build-out of the proposed Plan would result in less-than-significant impacts in regards to creating or contributing runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.</p>	LTS	N/A	LTS
<p><b>HY-6:</b> Build-out of the proposed Plan would result in less-than-significant impacts in regards to otherwise substantially degrading water quality.</p>	LTS	N/A	LTS

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<p><b>HY-7:</b> Build-out of the proposed Plan would result in less-than-significant impacts in regards to placing housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.</p>	LTS	N/A	LTS
<p><b>HY-8:</b> Build-out of the proposed Plan would result in less-than-significant impacts in regards to placing within a 100-year flood hazard area structures which would impede or redirect flood flows.</p>	LTS	N/A	LTS

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<p><b>HY-9:</b> Build-out of the proposed Plan would result in less-than-significant impacts in regards to exposing people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam</p>	LTS	N/A	LTS
<p><b>HY-10:</b> Build-out of the proposed Plan would result in less-than-significant impacts in regards to inundation by seiche, tsunami, or mudflow</p>	LTS	N/A	LTS
<b>Land Use</b>			
<p><b>LU-1:</b> The proposed Plan would not physically divide an established community.</p>	LTS	N/A	LTS

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<p><b>LU-2:</b> The proposed Plan would potentially conflict with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.</p>	LTS	N/A	LTS
<p><b>LU-3:</b> The proposed Plan would not conflict with any applicable conservation plan or natural community conservation plan.</p>	LTS	N/A	LTS
<b>Mineral Resources</b>			
<p><b>MR-1:</b> The proposed Plan would have a less-than-significant impact on the loss of availability of a known mineral resource that would</p>	LTS	N/A	LTS

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<p>be of value to the region and the residents of the state.</p>			
<p><b>MR-2:</b> The proposed Plan would have a less-than-significant impact on the loss or availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. The proposed Plan would have a less-than-significant impact on the loss or availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.</p>	<p>LTS</p>	<p>N/A</p>	<p>LTS</p>
<p><b>Noise</b></p>			
<p><b>NOISE-1:</b> The proposed plan would less than significantly</p>	<p>LTS</p>	<p>N/A</p>	<p>LTS</p>

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<p>expose people to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.</p>			
<p><b>NOISE-2:</b> The proposed Plan would less than significantly expose people to, or generate, excessive ground-borne vibration or ground-borne noise levels.</p>	LTS	N/A	LTS
<p><b>NOISE-3:</b> The proposed Plan would not significantly increase ambient noise levels substantially and permanently in the project vicinity above levels existing without the project.</p>	LTS	<p>Mitigation NOISE-3a: Amend the noise ordinance of the municipal code to define acceptable neighborhood noise levels.</p>	LTS

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<p><b>NOISE-4:</b> The proposed Plan would potentially significantly increase temporary or periodic ambient noise levels in the project vicinity above levels existing without the project.</p>	PS	<p>Mitigation NOISE-4a: Amend the noise ordinance of the municipal code in order to place restrictions on hours of construction activity and advise when issuing construction permits.</p>	LTS
<p><b>NOISE-5:</b> The proposed Plan would not expose people residing or working in the vicinity of the plan area to excessive aircraft noise levels, for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport.</p>	No Impact	N/A	No Impact

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<p><b>NOISE-6:</b> The proposed Plan would not expose people to excessive noise levels residing or working in the project area within the vicinity of a private airstrip.</p>	No Impact	N/A	No Impact
<b>Population &amp; Housing</b>			
<p><b>POP-1:</b> The proposed Plan would be less than significant to induce substantial population growth either directly, by proposing new homes and business, or indirectly, through extension of roads and other infrastructure.</p>	LTS	N/A	LTS
<p><b>POP-2:</b> The proposed Plan would not displace substantial numbers of existing housing units, necessitating the</p>	LTS	N/A	LTS

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construction of replacement housing elsewhere.			
<p><b>POP-3:</b> The proposed plan would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.</p>	LTS	N/A	LTS
<b>Public Services</b>			
<p><b>PS-1:</b> Build-out of the proposed Plan would result in less than significant impacts with regards to fire protection facilities.</p>	LTS	N/A	LTS
<p><b>PS-2:</b> Build-out of the proposed Plan would result in less-than-significant impacts related to the</p>	LTS	N/A	LTS

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>Definitions:</b></p> <p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
construction or expansion of police facilities.			
<p><b>PS-3:</b> Build-out of the proposed Plan would result in the provision of or need for new or physically altered school facilities, the construction or operation of which could cause potentially significant environmental impacts.</p>	PS	<p><b>Mitigation PS-3a:</b> The City will work with local school districts to identify population growth thresholds that require new school facilities to maintain adequate level of service for the growing youth population.</p>	LTS
<p><b>PS-4:</b> Build-out of the proposed Plan would result in less-than-significant impacts associated with the provision of new or physically altered parks and recreational facilities.</p>	LTS	N/A	LTS

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>Definitions:</b></p> <p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
<p><b>PS-5:</b> Build-out of the proposed Plan would result in the need for new or physically altered library facilities, so the impact would be potentially significant.</p>	<p>PS</p>	<p><b>Mitigation PS-5a:</b> Coordinate with Kern County Library to address the specific needs of the community and funding sources required to build library services to meet those needs</p>	<p>LTS</p>
<p><b>TRANSPORTATION &amp; TRAFFIC</b></p>			
<p><b>TRANS-1:</b> Build out of the proposed plan would result in potentially significant impacts to some intersection levels of service.</p>	<p>PS</p>	<p><b>Mitigation TRANS-1:</b> In order to mitigate the potential impacts of the General Plan, new developments will have to conduct travel impact studies to determine increases in traffic volumes attributable to specific developments. If the studies project unacceptable levels of service, then mitigation measures should be put in place. With new State requirements (Complete Streets Act – AB1358 –</p>	<p>LTS</p>

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>Definitions:</b></p> <p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
		<p>of 2008) for treatments to accommodate multiple modes, cities have a wide array of mitigation measures at their disposal.</p>	
<p><b>TRANS-2:</b> Build out of the Plan would result in potentially significant impacts to a local congestion management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency</p>	<p>PS</p>	<p>The Kern County Congestion Management Plan (CMP) established LOS E as the minimum system-wide standard (Kern COG, 2012). The LOS of six intersections along CA-46 and CA-43 will likely decrease below E, assuming the worst-case scenario under which there are no geometric improvements. Thus, buildout of the Plan could potentially conflict with the CMP.</p> <p>TRANS-1 includes discussion of potential improvements that can bring the LOS above E.</p>	<p>LTS</p>

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>Definitions:</b></p> <p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
<p><b>TRANS-3:</b> Build out of the Plan would result in no impact to local air traffic patterns including either an increase in traffic levels or a change in locations that results in substantial safety risks</p>	No Impact	N/A	No Impact
<p><b>TRANS-4:</b> Build out of the Plan would result in less-than-significant increased hazards due to design features (e.g. sharp curves or dangerous intersections) or incompatible uses</p>	No Impact	<p>All development under the Plan would be subject to design and safety standards, specified under the Wasco Municipal Code, which references the California Building Code and portions of the International Fire Code. As with current practice, all future roadways would be designed and reviewed in consultation with engineers to determine their compliance with these codes and regulations with regards to ensuring user safety.</p>	No Impact

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<p><b>Definitions:</b></p> <p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
<p><b>TRANS-5:</b> Build out of the Plan would result in no significant impacts to adequate emergency access</p>	<p>No Impact</p>	<p>N/A</p>	<p>No Impact</p>
<p><b>TRANS-6:</b> Build out of the Plan would result in less-than-significant conflicts with adopted polices, plans or programs concerned with public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities</p>	<p>LTS</p>	<p>Wasco, along with all other cities in California, must comply with the California Complete Streets Act of 2008 (AB 1358), which requires that local streets meet the needs of all users. The Plan includes several policies and programs which support public transit, bicycle, and pedestrian facilities while ensuring adequate vehicular facilities</p>	<p>LTS</p>
<p><b>TRANS-7:</b> Build out of the Plan, in combination with past, present, and reasonably foreseeable projects would result in less than significant additional cumulative considerable impacts</p>	<p>LTS</p>	<p>Cumulative impacts to transportation and traffic resulting from implementing the General Plan are to be addressed locally on a case by case basis during development through implementation of goals, objectives, and polices of the Plan. These polices</p>	<p>LTS</p>

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>Definitions:</b></p> <p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
		<p>emphasize walking and biking in the City center while increasing regional connectivity for all users through all modes of transportation. Through the policies proposed in the Plan (and previously identified in this impact discussion) potential increases in traffic as a result of proposed development would be mitigated to a level of non-significance</p>	
<p><b>Utilities</b></p>			
<p><b>UTIL-1:</b> Build-out of the proposed Plan would result in less than significant impacts in regards to sufficient water supplies for the service area.</p>	<p>LTS</p>	<p><b>Mitigation UTIL-1a:</b> The City of Wasco shall strive to keep annual daily per capita water use to 198 GPCD (gallons per capita daily or below in order to comply with the Water Conservation Act of 2009.</p> <p><b>Mitigation UTIL -1b:</b> The City of Wasco shall reach its cumulative savings rate target of 36 percent below its total</p>	<p>LTS</p>

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>Definitions:</b></p> <p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
		production for June, July, August, and September in 2013 in order to comply with Executive Order B-29-15.	
<p><b>UTIL-2:</b> Build-out of the proposed Plan would result in potentially significant impacts in regards to the construction of new water facilities or expansion of existing facilities.</p>	PS	<p><b>Mitigation UTIL -2a:</b> The City of Wasco shall update their Municipal Services Review in accordance with LAFCO law, to assure facilities have adequate capacity.</p> <p><b>Mitigation UTIL -2b:</b> The City of Wasco shall not permit construction of new private wells in the City Limits.</p>	LTS
<p><b>UTIL-3:</b> Build-out of the proposed Plan would result in potentially significant impacts in regards to exceeding wastewater treatment requirements of the applicable Regional Water Quality Control Board.</p>	PS	<p><b>Mitigation UTIL -3a:</b> The City of Wasco shall illustrate the financial and technological ability to obtain the required permit from the Central Valley Regional Water Quality Control Board before expanding its</p>	LTS

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>Definitions:</b>  <b>No Impact (NI):</b> The project does not create an impact in that category  <b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.  <b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.  <b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
		wastewater treatment facility under the proposed Plan.	
<p><b>UTIL-4:</b> Build-out of the proposed Plan would result in potentially significant impacts in regards to requiring or resulting in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</p>	PS	<p><b>Mitigation UTIL -4a:</b> The City of Wasco shall not permit construction of new water facilities or expansion of existing facilities unless funding has been identified to mitigate the impacts of construction and expansion under the proposed Plan.</p> <p><b>Mitigation UTIL -4b:</b> Provide instructional materials on installing in home greywater systems to residents.</p> <p><b>Mitigation UTIL -4c:</b> Allow for developers proposing low-density residential subdivisions a decreased sewer impact fee if they install greywater systems on</p>	LTS



Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
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		each home, and can provide quantitative analysis illustrating the likely decrease in per-capita sewer discharge.	
<p><b>UTIL-5:</b> Build-out of the proposed Plan would result in potentially significant impacts in regards to resulting in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the proposed Plan's projected demand in addition to the provider's existing commitments.</p>	PS	<p><b>Mitigation UTIL -5a:</b></p> <p>No permits for new construction shall be issued unless adequate treatment capacity can be demonstrated.</p>	LTS

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>Definitions:</b></p> <p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
<p><b>UTIL-6:</b> Build-out of the proposed Plan may result in potentially significant impacts in regards to resulting the construction of new storm water drainage facilities or expansion of existing facilities.</p>	<p>PS</p>	<p><b>Mitigation UTIL – 6a:</b> The City of Wasco shall require on-site storm water retention for all new development.</p> <p><b>Mitigation UTIL -6b:</b> Low Impact Development guidelines shall be adopted and implemented for the construction of new on-site stormwater drainage facilities or expansion of existing facilities under the proposed Plan.</p>	<p>LTS</p>
<p><b>UTIL-7:</b> Build-out of the proposed Plan would result in less-than-significant impacts in regards to being served by a landfill with sufficient permitted capacity to accommodate the proposed Plan's solid waste disposal needs.</p>	<p>LTS</p>	<p>N/A</p>	<p>LTS</p>



Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
<p><b>Definitions:</b></p> <p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>			
<p><b>UTIL-8:</b> Build-out of the proposed Plan would result in less-than-significant impacts in regards to complying with federal, state, and local statutes and regulations related to solid waste.</p>	LTS	N/A	LTS

## 2. INTRODUCTION

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The Environmental Impact Report (EIR) provides an analysis of the potential environmental impacts of the adoption and implementation of the proposed Wasco 2040 General Plan (Plan). This analysis is intended to inform decision-makers, responsible agencies, and the public of the nature of the 2040 General Plan and potential effects on the environment. The EIR is prepared in accordance with, and in fulfillment of, the California Environmental Quality Act (CEQA) requirements. The City of Wasco is the Lead Agency under CEQA.

### 2.1. PROPOSED ACTION

The proposed Plan is an update to the previously adopted Wasco 2002 General Plan.

### 2.2. EIR SCOPE

This document is a Program EIR that analyzes potential environmental impacts on the adoption of the proposed Wasco 2040 General Plan. As a Program EIR, it is not project-specific, and does not evaluate the impacts of specific projects that may be proposed under the Plan. Specific projects will require a separate environmental review to determine impacts and to secure any necessary development permits. While subsequent environmental review may be tiered off this EIR, this EIR is not intended to address impacts of individual projects. The scope of the EIR was established by the City of Wasco through the EIR scoping process.

#### 2.2.1. POTENTIALLY SIGNIFICANT IMPACTS

Pursuant to CEQA Sections 15126.2 and 15126.4, the environmental issues addressed in this EIR include the following potentially significant adverse impacts:

1. Aesthetics
2. Agricultural Resources
3. Air Quality
4. Biological Resources
5. Cultural Resources
6. Geology and Soils
7. Greenhouse Gas Emissions
8. Hazards and Hazardous Materials

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9. Hydrology and Water Quality
  10. Land Use and Planning
  11. Mineral Resources
  12. Noise
  13. Population and Housing
  14. Public Services and Recreation
  15. Transportation and Traffic
  16. Utility Systems

### **2.2.2. INCORPORATION BY REFERENCE**

The following documents were incorporated by reference in this EIR, consistent with Section 15150 of the State CEQA Guidelines, and are available for review at the City of Wasco City Hall:

- City of Wasco 2040 General Plan (as amended), 2016
- City of Wasco 2040 General Plan Background Report, 2016
- City of Wasco, Municipal Code (as amended)
- City of Wasco Housing Element
- Kern County General Plan, 2009

The EIR uses previously adopted regional and statewide plans and programs, agency standards, and background studies in its analysis, such as the Kern Council of Governments Regional Transportation Plan and the CEQA Air Quality Handbook. Whenever existing environmental documentation or previously prepared documents and studies were utilized for the preparation of the EIR, the information was summarized and incorporated by reference for the reader. Chapters 4.0, sections 4.1 through 4.16 of this EIR provide listings of references used in the preparation of the EIR.

## **2.3. REPORT ORGANIZATION**

This EIR is organized into the following chapters:

- **Chapter 1. Executive Summary**

Summarizes the background and description of the Wasco 2040 General Plan, the format of the EIR, alternatives, critical issues remaining to be resolved, potential

environmental impacts, and mitigation measures identified for the Plan. A summary table describing recommended mitigation measures and indicating the level of significance of environmental impacts before and after mitigation is also included.

- **Chapter 2. Introduction**

Provides an overview of the purpose and use of an EIR, the EIR scope, report organization, and environmental review process.

- **Chapter 3. Project Description**

Describes the Draft Wasco 2040 General Plan in detail. The description includes the location and boundaries of the Plan area, plan characteristics, and the intended uses of the EIR.

- **Chapter 4. Environmental Assessment**

Provides a summary of the baseline environmental conditions in the project area, including the existing physical setting and regulatory framework for each resource topic required under CEQA. It also includes the preliminary methodology for determining the level of impact, a discussion of impacts of the project, any proposed mitigation measures, and a discussion of the significance after mitigation. Each topic area is organized as follows:

*Introduction*

Each environmental impact topic is preceded by a description of the topic, and a brief statement of the rationale for addressing the topic.

*Regulatory Framework*

A discussion of the regulatory environment that may be applicable to the proposed project including Federal, State, and local laws and regulations.

*Environmental Setting*

A description of the existing environment in and around the project area, as relevant for each topic area impact analysis.

*Methodology*

The method of determining if the project exceeds the thresholds of significance. Being a program level EIR without project specifics, the methodology for determining significance of impact is frequently qualitative.

*Standards of Significance*



The thresholds of significance are the standards or thresholds by which impacts are measured, with the objective being the determination of whether an impact will be significant or less than significant.

### *Impact Discussion*

Each impact associated with an environmental topic is discussed and listed by a number, for reference, that corresponds with the threshold of significance for which the impact is being analyzed.

### *Summary of Significant Impacts and Mitigation Measures*

A statement of qualification of impact post mitigation, if mitigation measures are required.

- **Chapter 5. Significant Unavailable Adverse Impacts**

Describes the significant unavoidable adverse impacts of the proposed Plan.

- **Chapter 6. Alternatives to the Proposed Plan**

Considers the three alternatives to the proposed Plan, including the CEQA required “No Project Alternative,” known as the Business as Usual Alternative, the Dynamic Growth Alternative, and the Clustered Growth Development Alternative.

- **Chapter 7. CEQA-Mandated Sections**

Discusses growth inducement, cumulative impacts, unavoidable significant effects and significant irreversible changes as a result of the proposed Plan. This section identifies environmental issues scoped out pursuant to CEQA Guidelines Section 15128.

- **Chapter 8. Organizations and Persons Consulted**

Lists the people and organizations that were contacted during the preparation of the EIR for the proposed Plan.

- **Chapter 9. Appendix**

Consolidates additional details related to: (A) technical details of greenhouse gas emissions and traffic analyses; (B) Response to comments on the Notice of Preparation; (C) Response to comments on the Draft EIR; (D) documentation of Public Outreach; and (E) Mitigation Monitoring Program.

## 2.4. ENVIRONMENTAL REVIEW PROCESS

### 2.4.1. DRAFT EIR

The Draft EIR was made available for review by the public and interested parties, agencies and organization for a period of 45 days, as required by State Law. Written comments on the Draft EIR were encouraged for incorporation into the Final EIR and submitted to:

Roger Mobley, Planning Director  
Department of Planning and Community Development  
764 8th Street  
Wasco, CA 93280

The Draft EIR was also posted online on the City of Wasco website:  
<http://www.ci.wasco.ca.us/>

### 2.4.2. FINAL EIR

Upon completion of the 45-day review period, the City of Wasco reviewed all written comments received and prepared written responses for each comment. This Final EIR (FEIR) is prepared to incorporate all the comments received, responses to comments, and any changes to the Draft EIR that resulted from the comments received. The FEIR is to be presented to the City of Wasco for potential certification as the environmental document for the Plan. All persons who commented on the Draft EIR are notified of the FEIR and its availability along with the date of the public hearing.

All responses to comments submitted on the Draft EIR by agencies were provided to those agencies at least 10 days prior to final action on the Plan. The City Council is to make findings regarding the extent and nature of the impacts as presented in the FEIR. The FEIR is to be certified as complete prior to making a decision to approve or deny the Plan. Public participation is encouraged at the public hearing before the City.

### 2.4.3. MITIGATION MONITORING

Public Resource Code Section 21081.6 requires that the lead agency adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public Resource Code 21081 or adopt a Negative Declaration pursuant to Public Resources Code Section 21080 (c). Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR or Negative Declaration.



The Mitigation Monitoring Program for the proposed Plan is completed as part of the FEIR prior to consideration of the Plan by the Wasco City Council.

## 3. PROJECT DESCRIPTION

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### 3.1. LOCATION AND BOUNDARIES OF THE PLAN AREA

The Wasco 2040 General Plan Environmental Impact Report (EIR) provides an assessment of the environmental impacts associated with implementation of the proposed Wasco 2040 General Plan (proposed Plan), released in Draft form for public review on May 30, 2016. The proposed Plan replaces the existing 2002 General Plan, and is intended to guide investment, development, and conservation in Wasco through 2040. In compliance with the California Environmental Quality Act (CEQA), this chapter provides a detailed description of the proposed Plan, including the location and boundaries of the Plan Area, the primary objectives and the principal characteristics of the proposed Plan, and the intended uses of the DEIR.

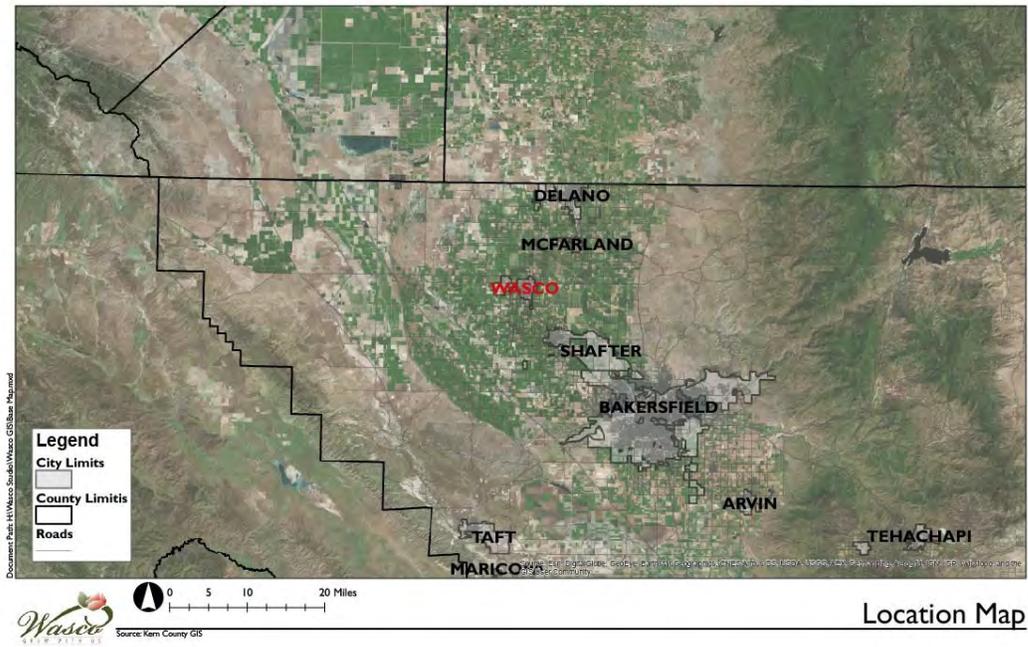
#### 3.1.1. PROJECT SETTING

The City of Wasco is located in California's Central Valley, approximately 25 miles north of Bakersfield in Kern County, as shown on Map 3.1-1. 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 3.1-2. SR 46 is a major connector between Interstate 5 and State Route 99. Map 3.1-2 shows Wasco's city limits and sphere of influence.

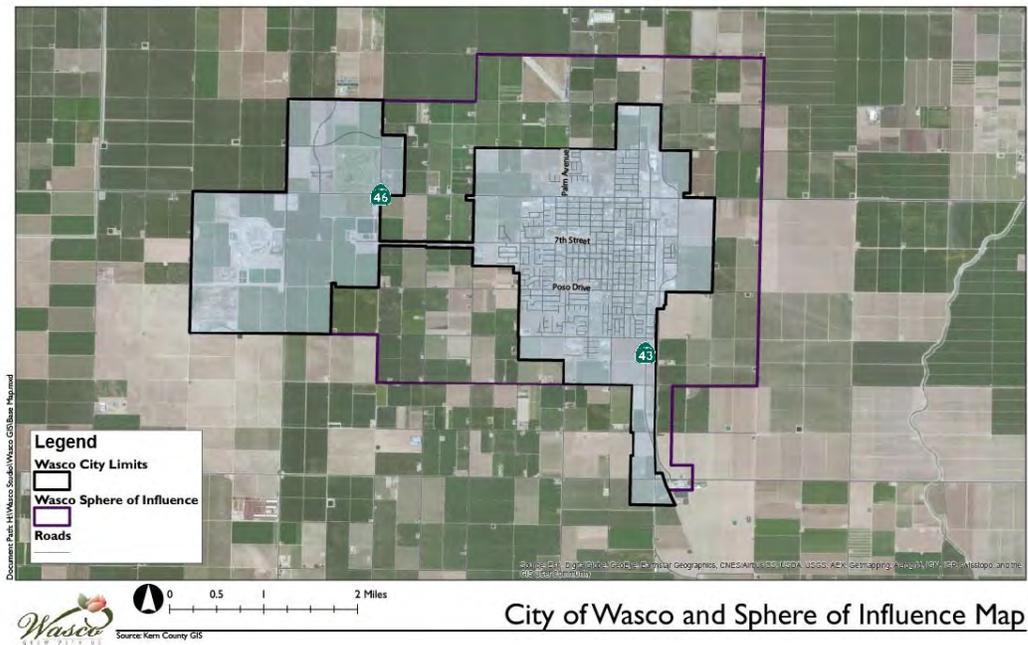
#### 3.1.2. PROJECT BOUNDARIES

A general plan must cover the territory within the boundaries of the adopting city as well as any land outside its boundaries which in the planning agency's judgment bears relation to its planning (OPR, 2003, §65300). The Wasco 2040 General Plan is the governing document for all planning and development related decisions within City limits, as well as for the planning area and sphere of influence, as defined by the Local Agency Formation Commission (LAFCO). Therefore, the Proposed Project boundary is defined by the City planning area and sphere of influence, which extends beyond the City limits. Wasco's boundaries are shown in Map 3.1-2.

**Map 3.1-1 Wasco, CA, Regional Setting**



**Map 3.1-2 City Boundaries and Sphere of Influence**



City limits encompass incorporated territory where land use is controlled by a city (OPR, 2003). Wasco's city limits encompass an area of about 5,466 acres. Land within Wasco's city limits is designated for urban land uses including residential, commercial, industrial, open space, public facilities, and other uses.

A city's Sphere of Influence (SOI), is adopted by the Local Agency Formation Commission (LAFCO), and encompasses incorporated land and unincorporated territory that is the city's ultimate service area (OPR, 2003). The City of Wasco's SOI includes approximately an additional 6,021 acres of unincorporated land. Land uses within the unincorporated area of the SOI are predominately agricultural and residential lands. Public facilities including police, fire, street, water, sewer, and administrative services must be provided by the City of Wasco in its SOI.

A city's planning area boundary encompasses incorporated and unincorporated territory bearing a relation to the city's planning. The Planning Area may extend beyond the 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.

## **REGIONAL COORDINATION**

The City of Wasco is located in 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 Kern County and the 11 incorporated cities within the 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.

## **3.2. STATEMENT OF OBJECTIVES**

The Wasco 2040 General Plan is intended to represent the general expectations and wishes of its residents and decision-makers concerning future land use patterns and resource management. Longstanding community values reflected in the plan include resource conservation and maintenance of the City's agricultural heritage. These values are perpetuated by the General Plan. The Plan continues to direct new housing and commercial enterprises to areas that are suitable for development, or are already developed. The 2040 General Plan ensures that important land use decisions are scrutinized for their potential to affect the quality of life and the environment. The City's



most recent General Plan was adopted in 2002. The primary purpose of the proposed Plan is to update the policy framework and land use designations in order to guide future development in Wasco, incorporate recent planning efforts undertaken by the City, and satisfy new State and regional regulations that have come into force since the General Plan was last adopted. Additionally, the City Council and the Planning Commission have identified the following objectives for the proposed Plan:

- Provide a legal and comprehensive General Plan that reflects an updated vision for the City’s future and acts as a “constitution” for future development and land use decisions.
- Preserve the City’s agricultural heritage and maintain the quaint atmosphere. Provide an adequate supply of housing options for current and future residents including workforce housing and moderate-income housing.
- Further develop existing industries and support development of employment sectors appropriate for current and future residents.
- Accommodate future population growth with an emphasis on concentrating new development within key growth areas while leaving the natural landscape open for passive and active recreational use.
- Prioritize non-motorized transportation within the City. Provide public transit service for inter-city travel.

### **3.3. PLAN CHARACTERISTICS**

The Wasco 2040 General Plan is intended to represent the general expectations and wishes of its residents and decision-makers concerning future land use patterns and resource management. Longstanding community values reflected in the plan include agricultural conservation and maintenance of the City’s small-town character. These values are perpetuated by the General Plan. The Plan continues to direct new housing and commercial enterprises to areas that are suitable for development, or are already developed. The 2040 General Plan ensures that important land use decisions are scrutinized for their potential to affect the quality of life and the environment.

#### **3.3.1. PLAN BACKGROUND**

To assure that the development of the Environmental Impact Report reflects best practices, other General Plan update EIRs were reviewed for document content and organization. The update of the City of Wasco’s General Plan contains similarities to the 2002 General Plan due to amendments the City has continued to develop. The 2002 plan does not anticipate the amount of growth outlined by Kern COG’s Regional Transportation Plan (RTP). In Wasco, the general plan update is intended to address existing conditions and future environmental conditions as outlined in the General Plan. Several cities and

counties were referenced for this EIR due to similarities in program type, age of existing general plan, regional location, community characteristics, and comprehensive level of analysis. The following cities and counties were referenced for this report:

- San Benito County
- Tulare County
- City of Visalia
- Kern County
- San Juan Bautista

### 3.3.2. DESCRIPTION OF THE PROPOSED PLAN

#### Proposed Plan Organization and Content

The proposed Plan includes the state mandated general plan elements of land use, circulation, housing, open space, conservation, safety, and noise. In addition, the plan includes five optional elements addressing topics of particular importance to the Wasco community: air quality, economic development, public facilities, community design, and health. Table 3.1 summarizes the contents of the proposed Plan. Each element begins with a discussion of baseline and projected conditions in Wasco. Elements are organized under topical headings, followed by a series of numbered goals, policies, and actions, organized by topical subheadings matching the preceding narrative discussion. Goals describe a broad overall end state toward which the City directs its efforts. Objectives describe specific targets that are intended to be achieved. Policies are specific statements that guide decision-making as the City works to achieve a goal. Programs are actions carried out to implement policies, and may be ongoing operating procedures or one-time measures.

**Table 3.3-1 General Plan Summary**

Chapter	Description
<b>1. General Plan Overview</b>	This chapter includes basic information about Wasco, a description of the purpose of the general plan, the legal foundation of planning, and an overview of the General Plan.
<b>2. Planning Process</b>	This chapter first summarizes the process used to create the Plan, including a

Chapter	Description
	summary of research methods, a land use inventory, community meetings, and public outreach. Then, this chapter describes development alternatives: slow growth, moderate growth, and aggressive growth; it adds Wasco’s existing strengths and challenges, growth projections, and development opportunities and constraints. And finally, this chapter describes the preferred growth scenario, including a discussion of key growth areas, circulation, and land use outcomes.
<b>3. Land Use Element</b>	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.
<b>4. Circulation Element</b>	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.
<b>5. Conservation, Open Space, &amp; Recreation Element</b>	The Conservation, Open Space, & Recreation Element aims to preserve open space land that is not in agricultural use. This element addresses open space for recreation and parks and passive open space for the management of natural resources and deals with natural resources above and below ground. This includes wildlife habitat for plants and animals, water conservation, soil

Chapter	Description
	conditions, and geological and mineral resources.
<b>6. Noise Element</b>	The Noise Element aims to identify the producers of unwanted noise and any sensitive land uses that could be affected by noise.
<b>7. Safety Element</b>	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).
<b>8. Air Quality Element</b>	The Air Quality Element addresses the status of Wasco in meeting Federal, State, and local air quality standards
<b>9. Economic Development Element</b>	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.
<b>10. Public Facilities Element</b>	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.
<b>11. Community Design Element</b>	The Community Design Element identifies the existing conditions of Wasco’s built environment and provides ways to preserve or enhance desirable community attributes.

Chapter	Description
<b>12. Health Element</b>	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.
<b>13. Housing Element</b>	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.
<b>14. Implementation</b>	The Implementation chapter 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.

## Proposed Land Use

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 the designated six 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 changes are concentrated within City limits. Much of the land observed as “open space” within City limits, was in agricultural use although much of that land was zoned for urban development. Most of the urban lands identified as “vacant” are

to be used up by 2040 to satisfy space needs for commercial, residential, industrial, and public facility uses.

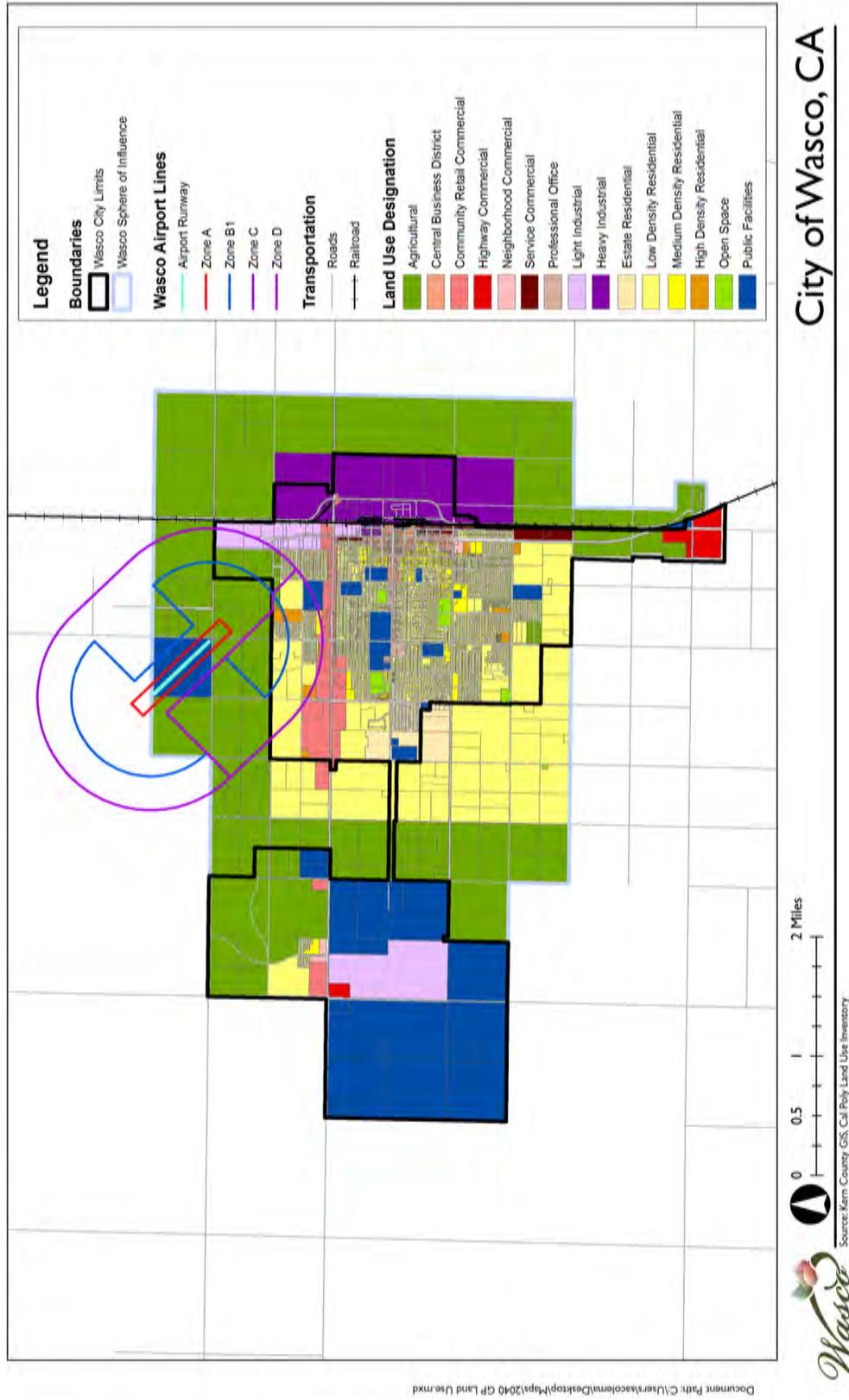
In the SOI outside City limits, there is projected to be loss of “open space” and vacant lands in favor of residential development. Some of the “open space” loss in the SOI is actually a swap with similar land within the City to enable contiguous urban development in accordance with the development goals of the 2040 General Plan.

It is also noteworthy that the rather high population projection and attendant space needs for housing are accommodated mainly within City limits. Thus the dominant land uses in the SOI outside the City would remain open space, agriculture, and residential. This leaves room for expansion of the City beyond 2040.

### **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 3.3-1 shows the overall General Plan land use map.

Map 3.3-1 General Plan Land Use Map



## 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.

### 3.4. INTENDED USES OF THE EIR

This Program EIR serves as an environmental review for the adoption and implementation of the Wasco 2040 General Plan and the proposed update of the City of Wasco sphere of influence. As such, it provides an in-depth analysis of the environmental effects of the proposed Wasco 2040 General Plan. Section 15152 of the CEQA



Guidelines indicates that tiering “is appropriate when the sequence of analysis is from an EIR prepared for a general plan policy or program to an EIR or negative declaration for another plan, policy, or program of lesser scope, or to a site specific EIR or negative declaration.” Subsequent activities under the General Plan may utilize this EIR as the basis for determining whether the later activity may have any significant effects. The conclusions of this EIR can be incorporated where factors apply to the program as a whole. Subsequent projects under the Program EIR may include but are not limited to the following implementation activities:

- Rezoning of properties for consistency with the General Plan
- Amendments to the Zoning Code to achieve consistency with the General Plan (i.e. adoption of new development standards for residential zones)
- Approval of Specific Plans
- Approval of development plans including tentative maps, variances, conditional use permits, and other land use permits
- Approval of development agreements
- Approval and funding of public improvement projects
- Approval of resource management plans
- Issuance of permits and other approvals necessary for implementation of the General Plan
- Issuance of permits and other approvals necessary for public and private development projects

If a subsequent project or later activity would have effects that were not examined in this Program EIR, or were not examined at an appropriate level of detail to be used for the later activity, an initial study and negative declaration, mitigated negative declaration, or EIR would need to be prepared. If the City finds that, pursuant to Section 15152 of the CEQA Guidelines, no new effects could occur or that new mitigation measures could be required on a subsequent project to address new effects, the City can approve the activity as being within the scope of the project covered by this Program EIR, and no new environmental documentation would be required.

This EIR serves as an informational document for use by public agencies, the general public, and decision-makers. This EIR is not a City policy document; however, it does discuss the impacts of development pursuant to the proposed General Plan and related components and analyzes project alternatives. This Program EIR will be used by the City Planning Commission and City Council to assess impacts prior to adoption of the General Plan. No other agency must approve the City’s actions as described above, as no permits will be issued from any resource, regulatory, or planning agencies as part of project

approval. In the interest of disclosure, this Program EIR has been sent to the following agencies for review and comment:

- California Air Resources Board
- California Department of Conservation
- California Department of Fish & Wildlife - (Central Region)
- California Department of Forestry and Fire Protection
- California Department of Transportation - District 6
- California Department of Parks and Recreation
- California Regional Water Quality Control Board – Central Coast
- Council of San Benito County Governments
- Monterey Bay Unified Air Pollution Control District
- San Benito County Department of Agriculture
- San Benito County Environmental Health Department
- San Benito County Fire Safe Council
- San Benito County Health & Human Services Agency
- San Benito County Historical Society
- San Benito County Local Area Formation Commission
- San Benito County Water District
- National Office of Historic Preservation
- Native American Heritage Commission
- U.S. Army Corps of Engineers
- U.S. Fish & Wildlife Service

The proposed Plan would require the following approvals and discretionary and ministerial actions by the following:

Wasco Planning Commission:

- Recommendation to adopt the proposed Plan
- Recommendation to certify the General Plan EIR pursuant to CEQA

City Council:

- Adoption of the proposed Plan
- Certification of the General Plan EIR pursuant to CEQA
- Adoption of ordinances, guidelines, programs, and other mechanisms for implementation of the proposed Plan

Other City Boards and Commissions:

- Adoption of programs or other actions that implement the proposed Plan.



## Project Description References

The Governor's Office of Planning and Research. (OPR). (2012). LAFCO's, General Plans, and City Annexations. Retrieved from [http://www.opr.ca.gov/docs/LAFCOs\\_GeneralPlans\\_City\\_Annexations.pdf](http://www.opr.ca.gov/docs/LAFCOs_GeneralPlans_City_Annexations.pdf).

City of Wasco. (2016). Draft Wasco 2040 General Plan. Prepared by California Polytechnic State University, San Luis Obispo.

## 4. ENVIRONMENTAL ANALYSIS

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The following is an introduction to the environmental analysis of the programmatic and cumulative impacts that would possibly result from the adoption of the City of Wasco 2040 General Plan (proposed Plan). This introduction explains the general environmental conditions of which the impact analysis is made, as described in Section 15125 of the CEQA Guidelines. Specific environmental conditions as they relate to individual topic areas and detailed discussion of impacts can be found in section 4.1 through 4.16 of this chapter.

In addition to the general overview of the environmental setting of the city, this chapter addresses the impacts of the proposed Plan at a project level for the following topics in individual sections:

1. Aesthetics
2. Agricultural Resources
3. Air Quality
4. Biological Resources
5. Cultural Resources
6. Geology and Soils
7. Greenhouse Gas Emissions
8. Hazards and Hazardous Materials
9. Hydrology and Water Quality
10. Land Use and Planning
11. Mineral Resources
12. Noise
13. Population and Housing
14. Public Resources and Recreation
15. Transportation and Traffic
16. Utilities and Service Systems

In order to determine the potential impacts of the proposed Plan, each section of this chapter presents information on one of these 16 topics areas. Each section includes: a discussion of existing conditions and related regulations at the federal, state, and local levels; standards of significance and methodology by which to determine the level of potential impacts, if any; analysis of impacts based on the significance criteria put forth by the legislation; potential mitigation measures; and a conclusion with determination of potential significance after mitigation.



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## 4.1. AESTHETICS

Would the Proposed Plan:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Have substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Create a new source of substantial light glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This chapter analyzes the existing aesthetic qualities of the City of Wasco and the surrounding area, and evaluates the potential impacts from the proposed Plan

### 4.1.1. ENVIRONMENTAL SETTING

#### 4.1.1.1. REGULATORY FRAMEWORK

This section discusses State and local regulations and programs related to Aesthetics.

#### **Federal Regulations**

There are no Federal laws or regulations regarding aesthetics.



## State Regulations

### *California Department of Transportation (Caltrans) California Scenic Highway Program*

The California Scenic Highway Program, maintained by the California Department of Transportation (Caltrans), protects California State highway corridors from changes that would diminish the aesthetic value of lands adjacent to the highways, and works to enhance their natural scenic beauty. Nominated highways are evaluated on how much of the natural landscape passing motorists see, and the extent to which visual intrusions can affect the “scenic corridor.” Some of the benefits of the scenic highway designation are as follows:

- Protection of the scenic corridor from encroachment of incompatible land uses
- Mitigation of activities within the corridor that detract from its scenic quality
- Modification of development to make it more compatible with the environment and in harmony with the surroundings
- Preservation of views of hillsides by minimizing development on steep slopes and along ridgelines

Caltrans has not designated any highway within the Wasco sphere of influence as a scenic highway

## Local/Regional Regulations

### *Wasco Municipal Code*

The City has local ordinances and zoning to protect aesthetic resources and character. The proposed Plan is not subject to these regulations, but may work in concert with them where the Plan does not supersede them. For these reasons, all local regulations are cataloged in section 4.1.1.2 Existing Conditions.

### **4.1.1.2. EXISTING CONDITIONS**

This section describes the existing character of the City of Wasco.

## **Scenic Highways**

Currently there are no designated scenic highways in the City of Wasco.

## **Vistas**

Although Wasco has visible mountain ranges, Coastal Mountains to the west and the Sierra Nevada Mountains to the east, there is no official scenic vista identified in the City of Wasco.

## Visual Characteristics

The City of Wasco is a small, central valley city surrounded by rich farmland. The City has a historic downtown and the Wasco Union High School Auditorium is a historic building in the National Register of Historic Places. The Wasco Union High School Auditorium, constructed in 1928 and completed in 1929, stands as the oldest remaining building on the campus of Wasco High. By its age and elegance, the auditorium is set apart from other buildings. The City of Wasco does not have any California Historical Resources. There are also no officially designated vistas or scenic highways.

**Figure 4.1-1 Wasco Union High School Auditorium**





## **City of Wasco Historic Downtown Overlay District**

An overlay district is a district which is superimposed on an existing land use zone, thus establishing additional regulations and standards, and potentially either reducing or extending existing uses. The City of Wasco Historic Downtown Overlay District establishes an informal historic theme for downtown Wasco and promotes architectural interest and character.

### ***Wasco Municipal Code***

The Wasco Municipality Code states the local regulations regarding aesthetics. The regulations are as follows.

#### ***Chapter 17.19 Residential District Specific Standards***

Provides information regarding animals, accessory structures, density, front/rear yard averaging standards, guest houses, and home occupation standards.

#### ***Chapter 17.51 Design Districts***

Although zoning primarily regulates the type and location of various uses, it also regulates the physical design standards for many uses. In order to apply design standards, design districts have been established. The use of design districts will allow the uniform application of design standards within an area regardless of zoning designation. The main purpose of the design districts is to obtain harmonious relationship of various uses, buildings, structures, lot sizes and open spaces, regardless of the underlying zoning, while still maintaining the economic viability of a parcel of property.

The development standards that follow in Sections 17.51.020 through 17.51.060 shall apply to all properties where new development will occur or when there is a substantial increase in development as defined herein, and shall be incorporated into the plans which are submitted to the planning director for approval as outlined in Chapter 17.75. The planning commission may grant variances to these rules in accordance with the procedures and required findings in Chapter 17.71, and the planning director may permit modification in accordance with Chapter 17.72. Where there is a conflict between the design district standards and basic zone standards, the design district in which the property is located pursuant to Figure 17.51-1 shall apply and/or the more restrictive application as determined by the planning director. (Ord. 486 §1 (Exh. A (part)), 2003).

#### ***Chapter 17.62 Antenna and Telecommunications Facilities***

This chapter establishes standards for the appropriate siting and change in location of any telecommunications antenna and related facility, including, but not limited to antennas for wireless telecommunications facilities and amateur radio installations. These standards are adopted to promote the following objectives:

- A. Protect against the potentially adverse effects of telecommunications antenna and facility installation;
- B. Protect against visual blight which may result from unregulated installation of antennas and other telecommunications facilities;
- C. Protect the environmental resources of Wasco;
- D. Insure that a competitive and broad range of telecommunications services and high quality telecommunications infrastructure are provided; and
- E. Create and preserve telecommunications facilities that will serve as an important and effective part of the City of Wasco’s emergency response network. (Ord. 486 §1 (Exh. A (part)), 2003).

### *Chapter 17.61 Signs*

This chapter provides standards for signs to safeguard life, health, property, safety, and public welfare, while encouraging compatibility, creativity, variety, and enhancement of the city’s small-town image. The specific purposes of sign regulation are to:

- A. Provide each sign user an opportunity for effective identification by regulating the time, place, and manner under which signs may be displayed.
- B. Enable users of goods and services to identify establishments offering services to meet their needs.
- C. Ensure freedom of expression for all sign uses by maintaining a content-neutral approach to sign regulation.
- D. Regulate the number and size of signs according to standards consistent with the purpose of land use.
- E. Protect residential districts adjoining nonresidential districts from adverse impacts of excessive numbers or sizes of signs nearby.
- F. Encourage creative, well-designed signs that contribute in a positive way to the city’s visual environment and help maintain a small-town image of quality for the city of Wasco.
- G. Ensure that older vintage commercial signs that are commonly looked upon as unique and part of the City of Wasco’s small-town look are protected and able to be reestablished and maintained without meeting the requirements of this chapter.
- H. Ensure the quality of the city’s appearance by avoiding sign warfare and clutter. (Ord. 622 §2 (Exh. A (part)), 2012).

### **Light and Glare**

Typically, there are two types of light intrusion. First, light emanates from the interior of structures and passes through transparent surfaces such as windows. Second, light emanates from exterior sources such as street lighting, safety and security lighting, and



landscape lighting. Introducing new light sources into an undeveloped area could be considered a nuisance to adjacent residential uses and diminish the view of the clear night sky. Glare mainly results from sunlight reflection off building surfaces, with glass typically contributing the highest degree of reflectivity. Glare effects are associated with various building materials and vehicles during the daylight hours.

Analysis of potential light and glare impacts with regard to visual resources considers the following:

1. Glare: Light that causes visual discomfort or disability, or a loss of visual performance. Glare is the annoyance resulting from high output luminaries or insufficiently shielded light sources in the field of view.
2. Spill Light: Light from an installation that falls outside of the boundaries of the property on which the installation is located.
3. Luminaire (light fixture): A complete lighting unit consisting of one or more electric lamps, the lamp holder, reflector, lens, diffuser, ballast, and other components and accessories.
4. Shielding:
  - Fully shielded - A luminaire emitting no light above the horizontal plane.
  - Shielded - A luminaire emitting less than 2 percent of its light above the horizontal plane.
  - Partly shielded - A luminaire emitting less than 10 percent of its light above the horizontal plane.
  - Unshielded - A luminaire that may emit light in any direction.

Footcandle: A footcandle is a measure of light intensity widely used in the lighting industry. The unit is defined as the amount of illumination the inside surface of an imaginary 1-foot radius sphere would receive if there were a uniform point source of one candela in the exact center of the sphere.

Although light pollution is low compared to surrounding cities, the minimization of light pollution is very important to the City of Wasco. This is partially due to the cultural heritage of the area, and also the desire to maintain the historical night sky characteristics. This must be balanced with public safety for citizens and the desire for well-lit streets.

## **4.1.2. STANDARDS OF SIGNIFICANCE**

### **4.1.2.1. CEQA THRESHOLDS**

According to Appendix G of the CEQA Guidelines (2014), the proposed Plan would have a significant effect on the environment with respect to aesthetics if it would:

1. Have a substantial adverse effect on a scenic vista;
2. Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
3. Substantially degrade the existing visual character or quality of the site and its surroundings; or
4. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

#### 4.1.2.2. METHODOLOGY

The aesthetic impact assessment was based on a review of relevant documents, including: the *Wasco Municipal Code*, the Register of Scenic Highways, and aerial imagery of the City of Wasco. The discussion follows, and is organized by the impact criteria laid out in the CEQA Appendix G Guidelines.

#### 4.1.3. IMPACT DISCUSSION

This section discusses the Plan-specific and cumulative impacts related to aesthetics.

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**AE – 1**      The impact of the proposed Plan on scenic vistas is **no impact**.

---

There are no scenic vistas in the City of Wasco and the proposed Plan does not identify any specific vistas or view corridors for special protection in the future. As a result, the proposed Plan will have no impact on scenic vistas.

**Applicable Regulations:**

None

**Significance Before Mitigation:** No impact

---

**AE – 2**      The proposed Plan would have **no impact** on scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a State scenic highway.

---



There are no State scenic highways in the City of Wasco, or are there any under consideration for designation. As a result, the proposed plan will have no impact on State scenic highways.

**Applicable Regulations:**

California Scenic Highway Program

**Significance Before Mitigation:** No impact

---

**AE – 3** The proposed Plan would have a **less-than-significant** impact on the existing visual character or quality of the site and its surroundings. There are no State scenic highways in the City of Wasco, or are there any under consideration for designation. As a result, the proposed plan will have no impact on State scenic highways.

---

As described above, the proposed Plan would have a less-than-significant impact to the existing visual character or quality of the areas within the Plan and the surrounding landscape. The City of Wasco wishes to preserve their existing visual character and has established regulations in the City of Wasco Municipal Code and Historic Downtown Overlay District. Furthermore, the proposed policies and actions in the Plan include:

**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.

**Applicable Regulations:**

None

**Significance Before Mitigation:** Less-than-significant

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**AE – 4** The proposed Plan’s potential to create a new source of substantial light or glare, which would adversely affect day or nighttime views of the area is **less-than-significant**.

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The City of Wasco wishes to maintain its historical night sky due to its cultural heritage. Wasco currently experiences relatively low light pollution in comparison to nearby cities. Future development under the proposed Plan would create new sources of light and glare; however, the need for improved street lighting and the need for new lighting under proposed development, while having the potential to adversely affect daytime or nighttime views, will enhance lighting for the safety and security of residents and visitors. In addition, the proposed Plan includes the following policies and actions that minimize the effects from light and glare:

**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 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 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.

**Applicable Regulations:**

None

**Significance Before Mitigation:** Less-than-significant

#### 4.1.3.1. CUMULATIVE IMPACTS

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**AE – 5** The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in **less-than-significant** cumulative impacts with respect to aesthetics.

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The proposed Plan, in combination with other past, present, and reasonably foreseeable development in the future would result in a less-than-significant impact with respect to aesthetics. The City of Wasco is separated from surrounding communities by open space, and wishes to maintain the visual character of Wasco as an important component to the City's growth.

As described above, there are no State-designated scenic highways in the City or the area of cumulative effect that could be affected by a build out of the proposed Plan in combination with increasing development. Compliance with implementation of the City of Wasco General Plan would reduce light and glare impacts.

With respect to cumulative impacts on the visual character of the City in the context of increasing effect, compliance with regulations from the City of Wasco Municipal Code in addition to the proposed Plan will ensure future development is compatible with the City's surroundings. Overall, cumulative aesthetic impacts from build out of the proposed Preferred Growth Scenario in combination with other past, present, and reasonably foreseeable development in the future would be less than significant.

**Applicable Regulations:**

California Scenic Highway Program

**Significance Before Mitigation:** Less-than-significant

#### **4.1.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES**

The proposed Plan would result in less-than-significant impacts to aesthetics, with no mitigation measures needed.



## AESTHETICS REFERENCES

California Department of Transportation. (2016). The California Scenic Highway Program. <http://www.dot.ca.gov/dist3/departments/mtce/scenic.htm>

City of Wasco, CA. (2015). Draft Wasco 2040 General Plan. Prepared by California Polytechnic State University, San Luis Obispo.

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—. (2000). Historic Downtown Wasco Overlay District. <http://www.ci.wasco.ca.us/wp-content/uploads/2012/10/DHO.pdf>

United States Department of the Interior – National Park Service. (2016). National Register of Historic Places. <http://www.nps.gov/nr/>

## 4.2. AGRICULTURAL RESOURCES

Would the Proposed Plan:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Convert Prime Farmland, Unique Farmland, or Farmland of State Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



## 4.2.1. ENVIRONMENTAL SETTING

The City of Wasco is located in a region dominated by agriculture production. Any occurrence of growth beyond the City's current urban area has potential to impact agricultural resource lands.

### 4.2.1.1. REGULATORY FRAMEWORK

The Regulatory Framework section provides information on the current federal, State, and local regulatory standards and programs pertaining to the Agricultural Resources element and potential impacts of the proposed Plan.

#### **Federal Regulations**

##### ***Natural Resource Conservation Service (NRCS)***

###### *Farmland Protection Policy Act (FPPA)*

The Natural Resources Conservation Service (NRCS) is responsible for enforcing the Farmland Protection Policy Act (FPPA), which strives to minimize the conversion of agricultural land to non-agricultural uses through other federal programs. This is achieved by ensuring that other state, local, and private programs are compatible with the administered federal programs aimed at protecting farmland. Included in the definition of "farmland" is land that is prime, unique, or of statewide or local importance. Land subject to FPPA is not required to be in current use, and may include land for forests, pastures, or other uses. Federal agencies, state and local governments, tribes, or nonprofit entities can obtain technical assistance from NRCS if they wish to develop farmland protection programs or policies. The Land Evaluation and Site Assessment (LESA) program was also developed in conjunction with the FPPA (Natural Resources Conservation Service, 2015B).

###### *Farm and Ranch Land Protection Program (FRPP)*

The FRPP is a voluntary NRCS program that is aimed at keeping productive agricultural land in use. Under this program, state, local, or tribal governments and non-profit entities with existing farmland protection programs will receive matching funds to assist in the purchase of development rights that will help keep farm and ranch lands in productive use. Up to 50 percent of the appraised fair market value of the easement may be paid by the NRCS. Applications with perpetual easements are prioritized, and a minimum of 30 years is required for conservation easements (Natural Resources Conservation Service, 2015A).

### *Land Evaluation and Site Assessment (LESA)*

LESA ranks sites to determine whether or not they qualify for inclusion in the FRPP. This ranking system is based primarily on other public values of the site, such as development pressures, rather than its soil quality. The parcels are then ranked numerically to determine their suitability.

California's LESA model utilizes methodology to ensure that agricultural land use changes are quantitatively analyzed for their potentially significant environmental impacts. This model considers the farmland's importance alongside the potential significance of conversion. This is completed on a site-by-site basis. Several factors are considered in this model: land capability, surrounding agricultural lands, water availability, land uses within 1/4 mile, and protected resource lands (Natural Resources Conservation Service, 2015C).

## **State Regulations**

### *California Capability Rating*

The Natural Resources Conservation Service (NRCS) provides a method for classifying soil quality called the soil capability rating. The ratings range from Roman numerals I through VIII, with lower numbers indicating higher quality. Prime farmland has soils in Class I and Class II (California Department of Conservation, 2015A).

### *Senate Bill 1142 (California Farmland Conservancy Program Act)*

The California Farmland Conservancy Program Act is designed to offer grants for agricultural conservation easements or fee title from the Department of Conservation. It also created the California Farmland Conservancy Program Fund, as well as allowing the Director of Conservation the opportunity to offer grants from non-fund sources (S.B. § 1142).

### *The California Land Conservation Act of 1965 (Williamson Act)*

The California Land Conservation Act of 1965, also known as the Williamson Act, is a preservation program aimed at protecting open and agricultural spaces, and promoting efficient urban growth patterns. Through the act, landowners can restrict their property to agricultural or open-space uses in exchange for reduced property taxes. Williamson Act contracts extend for 10 years. Landowners must petition a County Board of Supervisors or City Council for cancellation of a Williamson Act contract. The reduced taxes are assessed based on the value of agricultural land rather than the full market value (California Department of Conservation, 2015C).



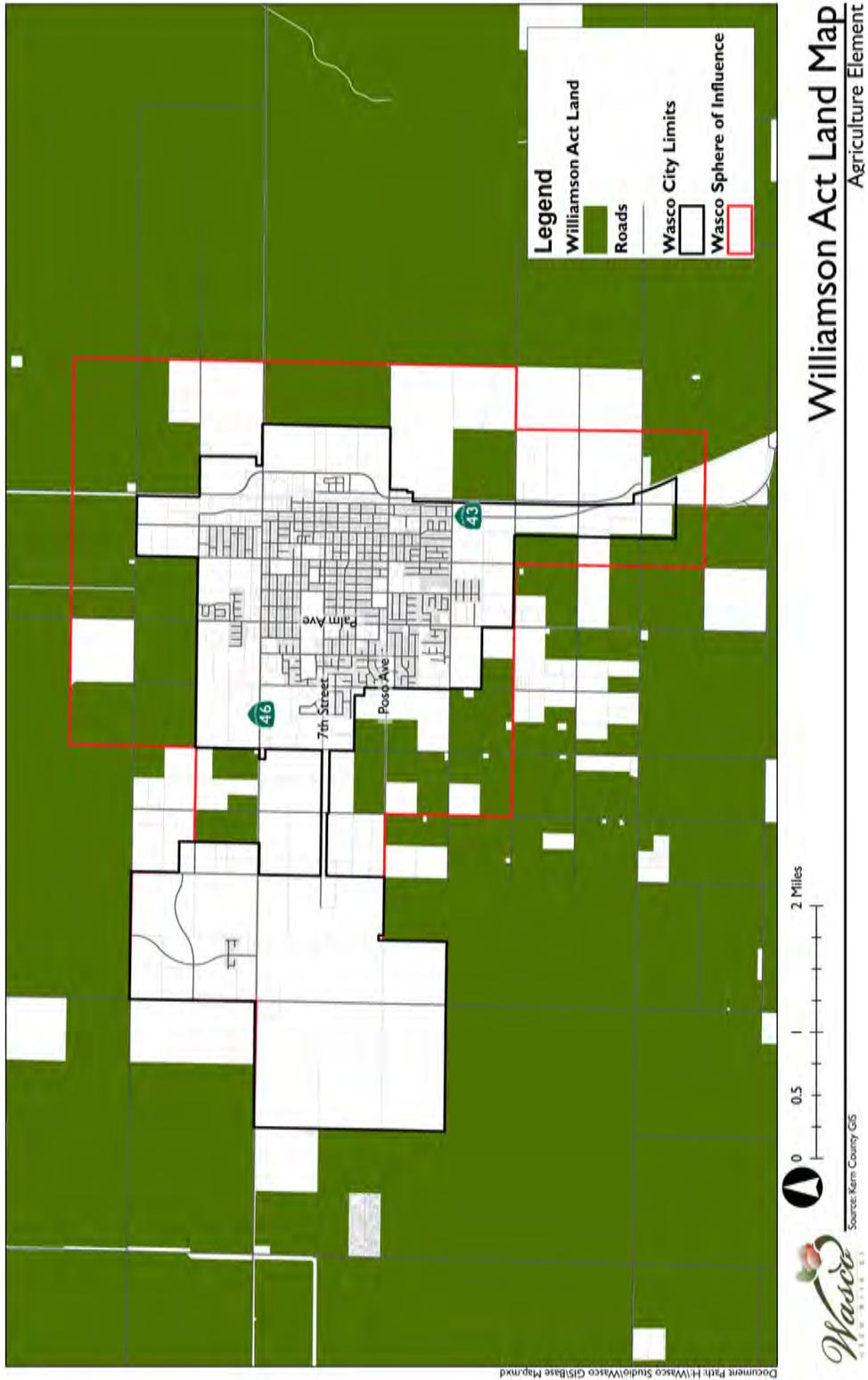
*The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP)*

The California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP) categorizes different farm lands based on their soil ratings and land use information. These “Important Farmlands” are divided into 7 categories:

- **Prime Farmland** is land ideal for the growth of high-yield crops, with the best combination of chemical and physical characteristics. This is based on its soil quality, growing season, and moisture level. Land that has been fallow for more than two mapping cycles and public non-agricultural lands are exempt from this category.
- **Farmland of Statewide Importance** is non-prime farmland that also has good physical and chemical conditions. Public and fallow land is excluded from this category.
- **Unique Farmland** is land that may not have good physical and chemical characteristics, but is suitable for the production of other high-economic value crops. Public and fallow land is again excluded from this category.
- **Farmland of Local Importance** is land that meets none of the aforementioned standards, but produces crops that have value in the local economy.
- **Grazing Land** is land that is suitable for livestock grazing or browsing, with a minimum mapping unit of 40 units.
- **Urban and Built-up Land** is land that contains primarily man-made structures and landscapes. It has minimum building density requirements of at least 1 unit to 1.5 acres.
- **Other Land** is land that does not conform to any of the aforementioned categories, but may include: low-density development, confined livestock facilities, or areas with geologic features rendering them unsuitable for grazing (California Department of Conservation, 2015D).

A map of the existing important farmlands in Wasco is shown in Map 4.2-1.

Map 4.2-1 Important Farmlands near Wasco





## Local Regulations

### *Right to Farm Ordinance (Wasco Municipal Code Chapter 17.66)*

The ordinance addresses the problem of urban growth encroaching on agricultural land by seeking to reduce nuisance complaints about farm operations from residential neighbors. This is an educational and disclosure measure, not a regulatory requirement. Using several different disclosure methods, purchasers and existing owners of residential property are informed about the local importance of agriculture and the possible negative impacts of residing near normal farm operations. The ordinance is intended to protect existing farming operations from pressure to cease or curtail operations when residential development occurs nearby (City of Wasco, 2014B).

### *Williamson Act Regulations (Wasco Municipal Code Chapter 17.65)*

The ordinance describes the process for continuation, non-renewal, or cancellation of Williamson Act Farmland within Wasco or in areas of potential annexation in accordance with California Government Code

## 4.2.1.2. EXISTING CONDITIONS

Wasco is a city in the San Joaquin Valley, in Kern County, with an economy based largely on agriculture. Of the 2,661 acres of Open Space in the City of Wasco, 99 percent of this land is agriculture. Any City growth is likely to encroach on agriculture lands. The majority of the agriculture land in Wasco and the surrounding area is designated as "Prime Farmland" by the California Department of Conservation.

Agriculture makes up the majority of open space land use in Wasco. The 2014 Land Use Inventory recorded 8,355 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.

Proposed future growth scenarios would result in a loss of 1,513 acres of farmland overall.

Crops of importance are roses, nuts, and forage. According to the 2013 – 2014 California Agricultural Statistics Review, Kern County was the county with the second highest total value of production in 2012 at \$6,212,362,000. Agriculture is very important to the economy and atmosphere of the City and County, so it is necessary to maintain the health and quality of these resources.

## Farmland Preservation

Farmland preservation is prioritized in Kern County, advocated for by the Kern County Farm Bureau - "Promoting, protecting and strengthening Kern County's agricultural interest," (Kern County Farm Bureau, 215).

*Wasco Municipal Code (Chapter 17.05 Exclusive Agriculture and Chapter 17.06 Limited Agriculture)*

The Wasco Municipal Code created an exclusive agriculture (A-E) zoning district to prioritize agricultural uses above non-agricultural uses, preventing development on agricultural land and preserving adequate space for agricultural uses. The City has also created a limited agricultural zone (A-L) to designate areas suitable for a combination of an estate-type residential development with limited agricultural activities.

## Agricultural Operations

**Table 4.2-1 Soil Types Found in Wasco, Ca**

Soil Type:	Characteristics:
<b>Garces silt loam</b>	0 to 2 percent slope Well drained Medium or high runoff Uses: Reclaimed and used for irrigated agriculture
<b>Kimberlina fine sandy loam</b>	0 to 9 percent slope Well drained Negligible to medium runoff Uses: Growing irrigated field, forage, and row crops
<b>McFarland loam</b>	0 to 2 percent slope Well drained Slow runoff Uses: Growing a wide range of irrigated fruits, vegetables, and general farm crops
<b>Milham sandy loam</b>	0 to 9 percent slope Well drained Low to high runoff Uses: Livestock grazing and for growing irrigated field, forage, and row crops
<b>Panoche clay loam</b>	0 to 15 percent slope Well drained Negligible to medium runoff

Soil Type:	Characteristics:
	Uses: Irrigated crops such as alfalfa, almonds, barley, cotton, sugar beets, and sorghum
<b>Wasco sandy loam</b>	0 to 5 percent slope Well drained Negligible or very low runoff Uses: Growing field, forage, and row crops

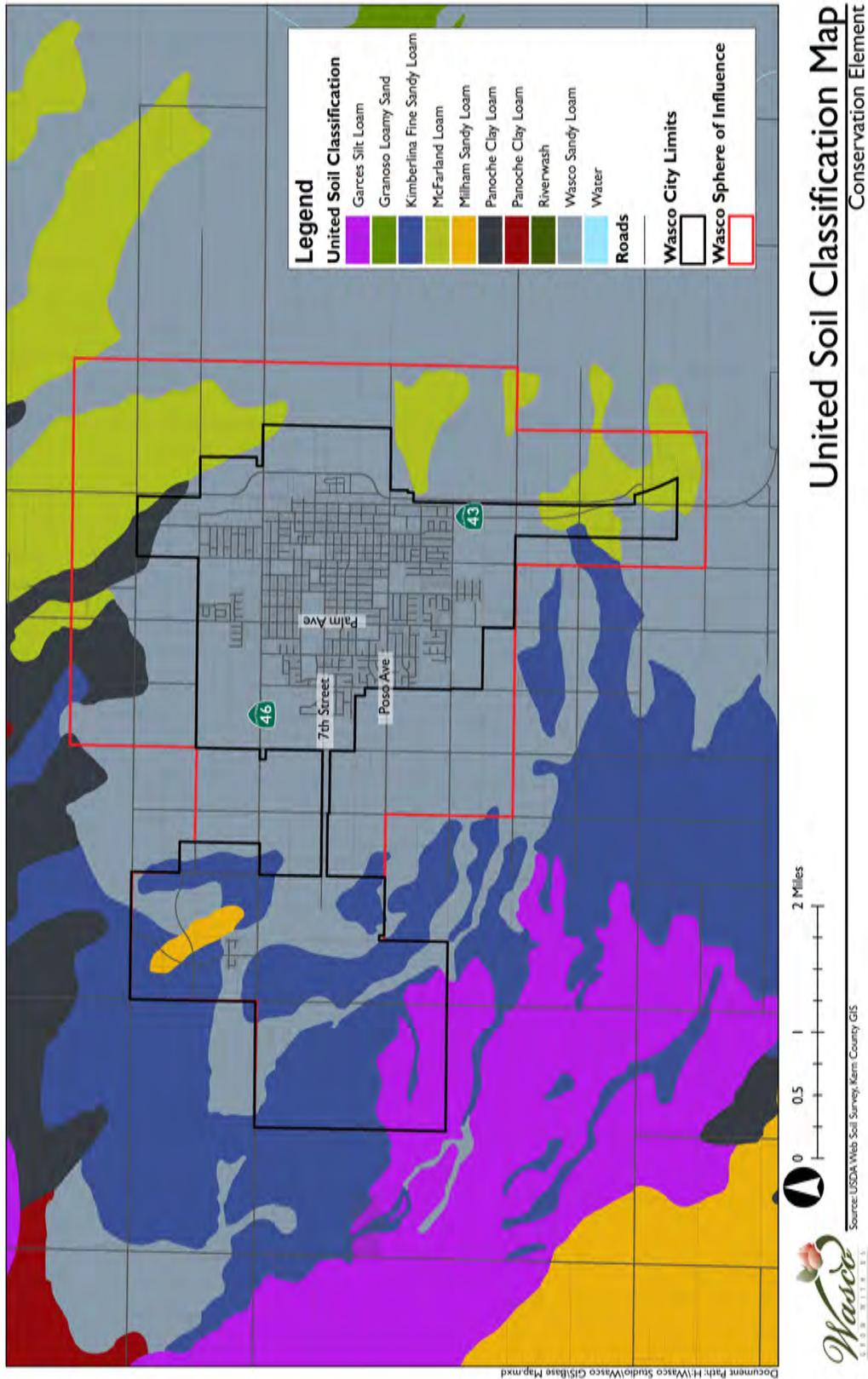
*(Natural Resources Conservation Service, 2015D)*

Agricultural operations in some cases involve the use of hazardous chemicals. Pesticides, herbicides, fertilizers, and other hazardous materials may be used in agricultural operations around the City of Wasco. This could lead to potential conflicts if farmland is urbanized. Chemical applications may create build-up of hazardous substances; soil may become contaminated as a result of chemical storage or spillage; or underground fuel tanks may result in leakage. There is also the potential for the “drifting” of chemical sprays from farms to residential areas, especially during windy weather.

## Soil Types

The City of Wasco and its sphere of influence (SOI) has six common soils as identified by the U.S. Department of Agriculture listed below. These soil types are located primarily on lower slopes that do not exceed 15 percent. They are mostly well-drained and not susceptible to runoff. Many of these soils are prime farmland if irrigated properly. The Wasco sandy loam, which is the predominant soil throughout the City and SOI, is a very deep, medium-textured soil, conducive to the growth of fruits and nuts. The Panoche clay loam and Kimberlina fine sandy loam are similar to the Wasco sandy loam. See Soil Survey Map 4.2-2 for soil distribution in and around Wasco.

Map 4.2-2 Soil Survey





## 4.2.2. STANDARDS OF SIGNIFICANCE

### 4.2.2.1. CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines (2014), the proposed plan build-out would have a significant impact on the environment with respect to agricultural resources if it would:

1. Convert Prime Farmland, Unique Farmland, or Farmland of State Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;
2. Conflict with existing for agricultural use, or a Williamson Act contract;
3. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland production (as defined by Government Code section 51104(g));
4. Result in the loss of forest land or conversion of forest land to non-forest use; or
5. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

### 4.2.2.2. METHODOLOGY

The analysis of potential impacts of the 2040 General Plan buildout on Wasco's agricultural resources were assessed based on the *City of Wasco Background Report* (2014A), California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP), and City of Wasco Williamson Act Land maps. Using these resources, the proposed 2040 General Plan was analyzed for the potential conversion of agricultural resources based on policy implementation. To evaluate the significance of each impact, the proposed Plan goals and policies were considered in their physical impact on agricultural resources through full implementation.

The CEQA guidelines and standards of significance were adjusted to the environment of Wasco. For instance, Agricultural Resources' Standard of Significance from Appendix G of the CEQA Guidelines (2014) refers to the potential loss of forest land or timberland. However, there is no forest land or timberland in the Wasco SOI. Therefore, standards three and four were not applied in this analysis. Similarly, the impact analysis in AG-3 was adjusted to only apply to agricultural lands.

### 4.2.3. IMPACT DISCUSSION

This section discusses environmental impacts with respect to agricultural resources.

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**AG – 1** The proposed Plan would result in **potentially significant** impacts by converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), to non-agricultural use.

---

Agricultural lands in Wasco are important in that they provide commodities that generate local jobs and income, contribute to the local character of Wasco, and create habitat for wildlife. Despite the inevitable loss of these key benefits of agricultural resources through the conversion of Prime Farmland to alternative urban uses, Wasco is committed to farmland preservation and the proposed General Plan contains goals and policy demonstrating commitment to the unnecessary consumption of farmland. Furthermore, the proposed Plan includes the following policies and actions that support the preservation of agricultural resources in Wasco:

**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.

**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 as a permitted use on agricultural use properties, regardless of underlying zoning classification.

**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.

***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.

These and other efforts may help preserve the Important Farmland in Wasco, but due to the existing close proximity to the urban core in Wasco, any form of development in the proposed Plan will result in the loss of prime agricultural lands. Thus, this impact is potentially significant (City of Wasco, 2015A).

**Applicable Regulations:**

Farmland Protection Act

Farm and Ranch Land Protection Program

Senate Bill 1142 – The California Farmland Conservancy Program

California Code of Regulations (Title 3: Food and Agriculture)

**Significance Before Mitigation:** Potentially Significant.

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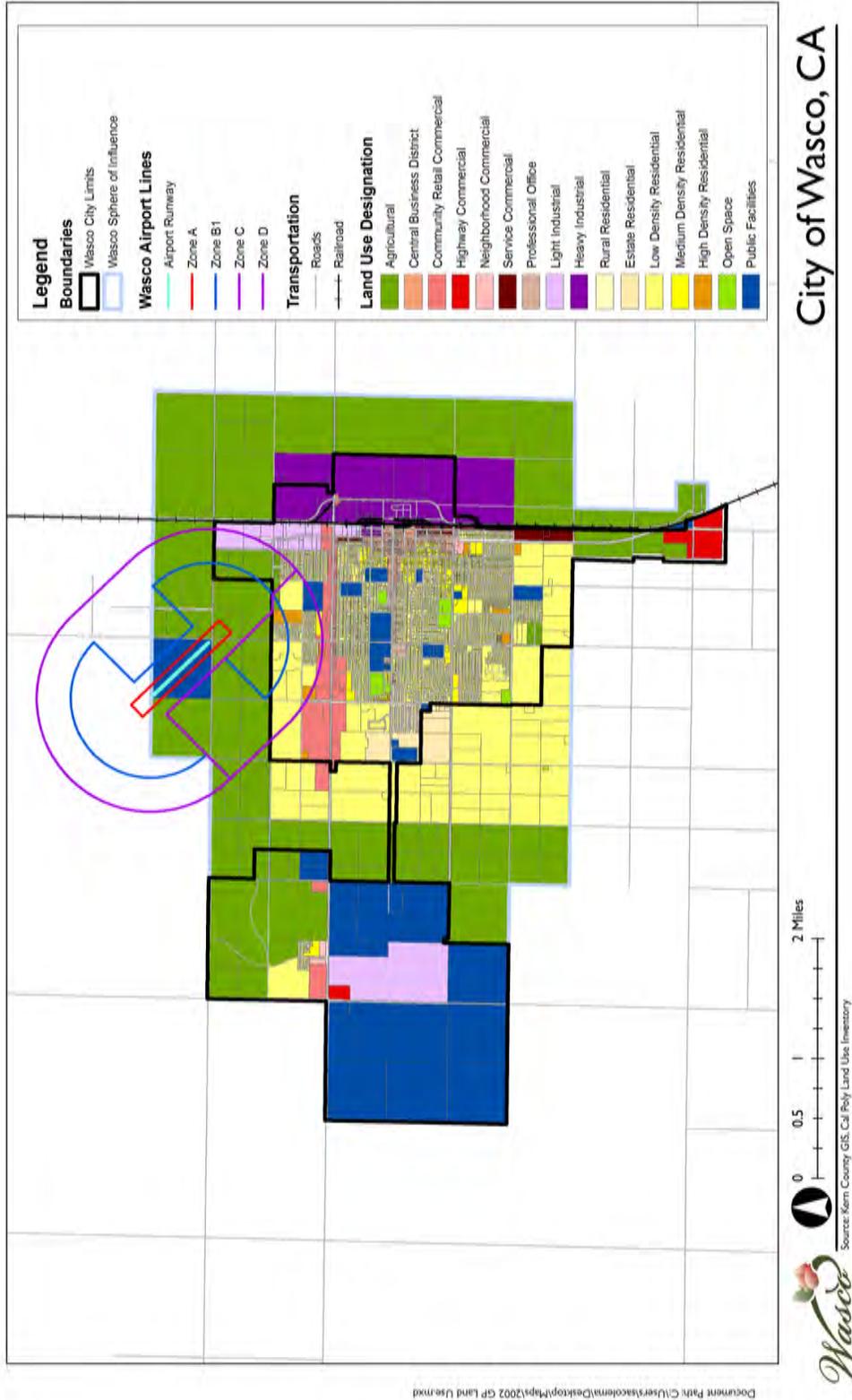
**AG-2** The proposed Plan **would not** result in conflict with existing zoning for agricultural use, or a Williamson Act contract.

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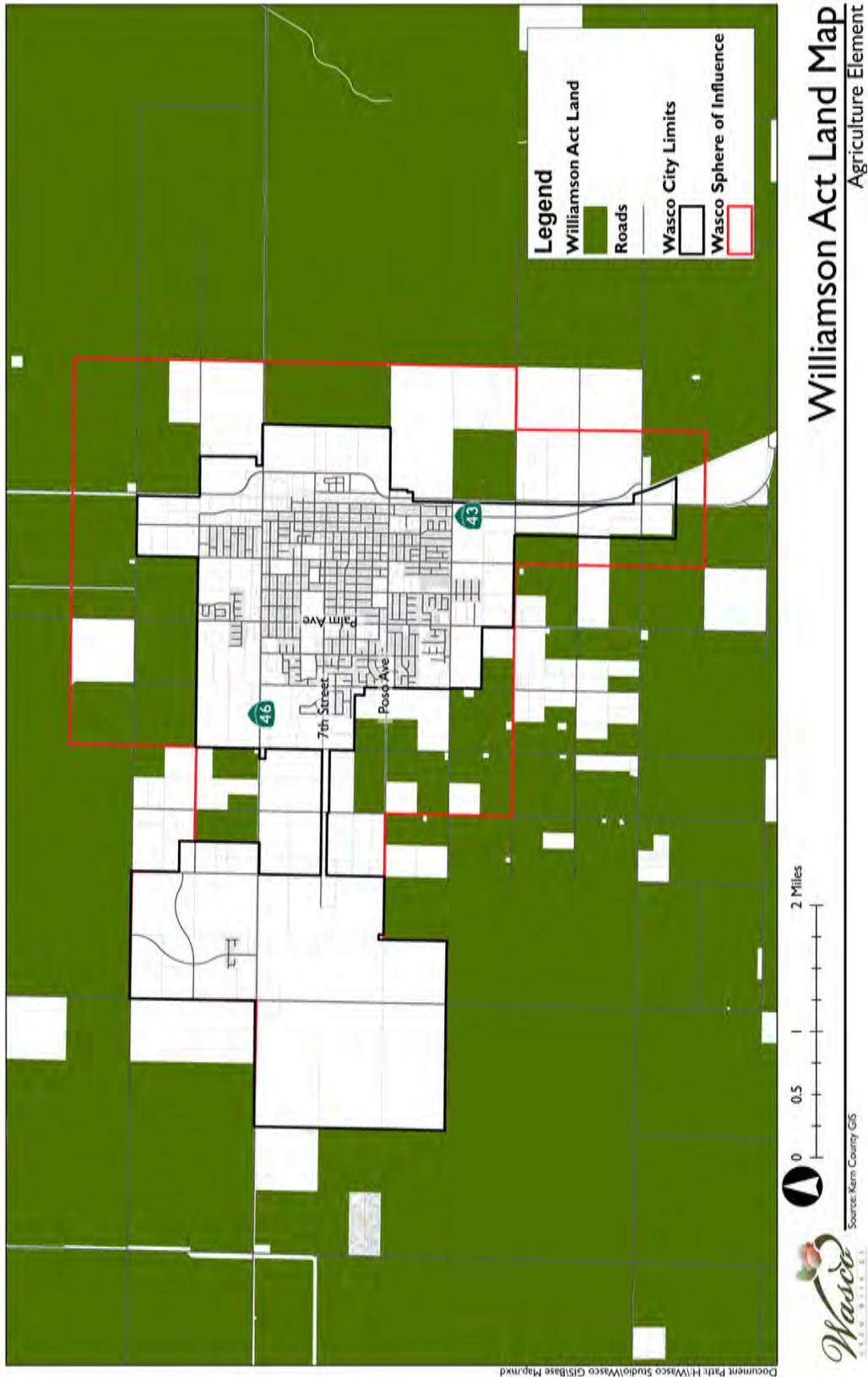
The total acreage of agriculture land designated within Wasco city limits is 172 acres. Map 4.2-3 shows the areas designated for agricultural use under the existing 2002 General Plan.

According to mapping resources, there is no land under Williamson Act contracts within city limits; however, there is Williamson Act acreage within Wasco's SOI. Map 4.2-4 shows current Williamson Act contract lands in Wasco's SOI.

**Map 4.2-3 Designated Agricultural Lands within Wasco's Sphere of Influence**



Map 4.2-4 Williamson Act Lands near Wasco





Despite these land use changes, while Williamson Act parcels may be retired and developed upon, Wasco will continue to utilize other options in order to continue its long-standing commitment to the preservation of farmland. This framework is outlined in the goals and policies of the proposed Plan.

Applicable regulations that support the preservation of agricultural resources in Wasco:

**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.

**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.

**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 as a permitted use on agricultural use properties, regardless of underlying zoning classification.

The proposed Plan makes it clear that future development will be in full compliance with the law. Proposed development will only occur on retired Williamson Act parcels and with landowner's consent. Therefore, the proposed Plan's impact with respect to Williamson Act land is considered less-than-significant.

**Applicable Regulations:**

Farmland Protection Policy Act  
Farm and Ranch Land Protection Program  
Senate Bill 1142 – The California Farmland Conservancy Program Act  
California Code of Regulations (Title 3: Food and Agriculture)  
The California Conservation Act of 1965

**Significance Before Mitigation:** Less than Significant.

---

**AG-3** The proposed Plan **would not** conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned for Timberland production (as defined by Government Code section 51104(g))

---

There is no forest land, timberland, or timberland zoned for Timberland production within the City of Wasco.

**Applicable Regulations:**

None

Significance Before Mitigation: No Impact

---

**AG-4** The proposed Plan **would not** result in the loss of forest land or conversion of forest land to non-forest use

---

There is no forest land within the City of Wasco.



**Applicable Regulations:**

None

**Significance Before Mitigation:** No Impact

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**AG-5** The proposed Plan would result in **potentially significant** impacts that involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

---

Agricultural resources are directly threatened by urban development, but urban growth can have indirect, negative impacts on farmland, as well. Wasco is committed to preserving its agricultural resources; however, buildout of the proposed Plan may impact the agricultural environment by changing the activities occurring on adjacent properties.

Map 4.2-3 as compared to Map 4.2-4 shows that land use changes in and around the City will occur on and adjacent to existing agricultural lands. These changes may impact agricultural operations due to their proximity and nature. However, the proposed Plan has still outlined a number of objectives, policies, and programs that will help guide land use development and minimize these cumulative impacts.

Applicable General Plan policies and actions in support the preservation of agricultural resources in Wasco:

**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.

**COR Policy 7**

Protect Wasco's agricultural lands and agricultural related resources.

**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.

Other concerns associated with proposed development in Wasco are based on its proximity to preserved farmland. Increased residential and commercial traffic immediately adjacent to farmland may impact agricultural operations, and vice versa.

While the proposed Plan has continuously emphasized its commitment to preservation of the agricultural aspects of Wasco, the changes in the proposed Plan will inevitably encroach upon the agricultural resources in and around the City. This makes the cumulative environmental impacts of the proposed Plan significant but unavoidable.

**Applicable Regulations:**

Farmland Protection Act

Farm and Ranch Land Protection Program

Senate Bill 1142 – The California Farmland Conservancy Program

California Code of Regulations (Title 3: Food and Agriculture)

**Significance Before Mitigation:** Potentially significant.

#### 4.2.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

The amount of growth to be achieved through the implementation of the General Plan in the City of Wasco will necessitate the conversion of agricultural lands to urban use. Achieving full development will result in the loss of 2,008 acres (or 24 percent) of existing agriculture lands in the City and SOI.

---

**AG-1** The proposed Plan would result in **potentially significant** impacts by converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), to non-agricultural use.

---

Despite implementation of the proposed Plan's policies and programs to reduce impacts of growth to agricultural resources, the conversion of Prime Farmland and Important Farmland to non-agricultural uses is significant. Conversion of Prime Farmland and Farmland of Statewide Importance is unavoidable without preventing development.

**Mitigation Measure AG-1a:**

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

**Mitigation Measure AG-1b:**

Continue to implement a Right-to-Farm ordinance.

**Mitigation Measure AG-1c:**

Re-designate a large amount of acreage currently zoned as residential and commercial back to agriculture, as stated in the proposed Plan.

**Significance After Mitigation:** Less than significant.

---

**AG-5** The proposed Plan would result in **potentially significant** impacts that involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

---

**Mitigation Measure AG-5a:**

Implement Mitigation Measure AG-1a: Prohibit Annexation of properties under Williamson Act contracts unless a notice of Non-renewal has been filed.

**Significance After Mitigation:** Potentially significant.

The impact is significant but unavoidable.

## Agricultural Resources References

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## 4.3. AIR QUALITY

Would the Proposed Plan:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

This chapter describes the environmental setting and regulatory framework with regard to air quality in the City of Wasco. It examines the impacts to air quality associated with the adoption of the proposed Plan. The Draft Wasco 2040 General Plan (2015) may cause changes in land use that could potentially create air quality impacts. The purpose of this analysis is to identify all of the potential impacts to air quality and determine if they should be considered significant impacts to the environment.



The air pollutants of concern can be classified as criteria pollutants, toxic air contaminants, or both. Criteria pollutants are those regulated by federal and state laws: ozone, carbon monoxide (CO), suspended particulate matter (PM10 and PM2.5), oxides of nitrogen (NOx), sulfur dioxide (SO2), hydrogen sulfide (H2S), lead (Pb), and visibility reducing particles. Toxic air contaminants are identified by California State regulation as particulate matter from diesel-fueled engines, asbestos, chlorinated organic compounds, metals, radon and iodine gas, and other contaminants.

## 4.3.1. ENVIRONMENTAL SETTING

### 4.3.1.1. REGULATORY FRAMEWORK

#### Federal Regulations

##### ***The Federal Clean Air Act***

The Federal Clean Air Act (CAA) was passed in 1970 and last amended in 1990. The CAA established the regulatory basis for national air pollution control efforts. The act gives the United States Environmental Protection Agency (US EPA) power to establish national ambient air quality standards (NAAQS) for six air pollutants, known as “criteria pollutants”. NAAQSs are designed to protect “sensitive receptors”, such as children, the elderly, and those with compromised immune systems from air pollution. NAAQS limit the “concentration” of a pollutant, which is the amount of pollutant per unit volume of air. Healthy adults should be able to tolerate occasional exposure to air pollution concentrations higher than the NAAQSs without experiencing adverse effects.

##### ***Environmental Protection Agency***

The Clean Air Ozone Rules of the CAA, effective June 2005, replaced the NAAQS 1-hour ozone standard with an 8-hour ozone standard and outlined a process for reducing ground level ozone pollution. The rule also issued new designations on attainment and nonattainment. Major programs that were once in effect under the 1-hour standard but no longer apply include: 1-hour transportation conformity, 1-hour minimum thresholds for general conformity, Section 185 fees formerly triggered by failure to attain the Federal 1-hour ozone standard, and a requirement to retain a Nonattainment New Source Review Program in the State Implementation Plan.

##### ***Ambient Air Quality Standards***

National AAQS are set for the following pollutants: Carbon Monoxide (CO), Lead (Pb), Nitrogen Dioxide (NO2), Ozone (O3), particulate matter smaller than 2.5 micrograms

(PM2.5), particulate matter smaller than 10 micrograms (PM10) and Sulfur Dioxide (SO<sub>2</sub>). The California Air Resources Board sets its own AAQs for these pollutants as well as for visibility reducing particles including Sulfates, Hydrogen Sulfide, and Vinyl Chloride. The California AAQs are typically stricter than the federal standards with the exception of lead and 8 hour CO averages. The national and state ambient air quality standards are listed in Table 4.3-1, and 4.3-2, respectively.

## State Regulations

### ***The California Clean Air Act***

The California Clean Air Act (CCAA) was passed in 1988 and gives the California Air Resources Board (CARB) the authority to set ambient air quality standards (AAQs) for an additional four air pollutants known as “hazardous air contaminants”. The CCAA clearly lays out “California’s air quality goals, planning mechanisms, regulatory strategies, and standards of progress” (CalEPA, 2003).

### ***California State Assembly Bill 2588, the ‘Hot Spots Act’***

Assembly Bill 2588 (AB 2588) was enacted in 1987 with the objective of collecting information concerning industrial emissions of toxic air contaminants and making the information available to the public. This act requires facilities to report their air toxic emissions, ascertain health risks, and to notify nearby residents of significant risks. The emissions inventory and risk assessment information from this program has been incorporated into this report. In September 1992, the Hot Spots Act was amended by Senate Bill 1731 which required “facilities that pose a significant health risk to the community to reduce their risk through a risk management plan” (CARB, 2011).

**Table 4.3-1 National Ambient Air Quality Standards**

Pollutant	Primary/ Secondary	Averaging Time	Standard Level	Form
<b>Carbon Monoxide</b>	Primary	8 Hour	9 ppm	Not to be exceeded more than once a year
		1 Hour	35 ppm	
<b>Lead</b>	Primary & secondary	Rolling month average	3 0.15 micrograms per cubic meter	Not to be exceeded

Pollutant	Primary/ Secondary	Averaging Time	Standard Level	Form
<b>Nitrogen Dioxide</b>	Primary	1 Hour	100 ppb	98th percentile, averaged over 3 years
	Primary & secondary	Annual	53 ppb	Annual Mean
<b>Ozone</b>	Primary & secondary	8 Hour	0.075 ppm	Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years
<b>Particulate Matter</b>	Primary	Annual	12 micrograms per cubic meter	Annual mean, averaged over 3 years
	PM 2.5 Secondary	Annual	15 micrograms per cubic meter	Annual mean, averaged over 3 years
	Primary & secondary	24 Hour	35 micrograms per cubic meter	98th percentile, averaged over 3 years
	PM 10 Primary & secondary	24 Hour	150 micrograms per cubic meter	Not to be exceeded more than once per year on average over 3 years
<b>Sulfur Dioxide</b>	Primary	1 Hour	75 ppb	99th percentile of 1-Hour daily maximum concentrations, averaged over 3 years

Pollutant	Primary/ Secondary	Averaging Time	Standard Level	Form
	Secondary	3 Hour	0.5 ppm	Not to be exceeded more than once per year
<b>Legend: Primary standards- public health protections. Secondary standards- public welfare protection. Ppm-parts per million. ppb-parts per billion</b>				

Source: US EPA 2015

**Table 4.3-2 California Ambient Air Quality Standards**

Pollutant	Averaging Time	Standard Level
<b>Ozone</b>	1 Hour	0.09 ppm
	1 Hour	0.07 ppm
<b>Carbon Monoxide</b>	1 Hour	20 ppm
	8 Hour	9 ppm
<b>Nitrogen Dioxide</b>	1 Hour	0.18 ppm
	Annual	0.03 ppm
<b>Sulfur Dioxide</b>	1 Hour	0.25 ppm
	24 Hour	0.04 ppm
<b>Particulate Matter</b>	PM 2.5 Annual	12 micrograms per cubic meter
	PM 10 Annual	20 micrograms per cubic meter
	PM 10 24 Hour	50 micrograms per cubic meter
<b>Sulfates</b>	24 Hour	25 micrograms per cubic meter
<b>Lead</b>	30 Day Average	1.5 micrograms per cubic meter

Pollutant	Averaging Time	Standard Level
Hydrogen Sulfide	1 Hour	0.03 ppm
Visibility Reducing Particles	8 Hour	See Note
Vinyl Chloride	24 Hour	0.01 ppm
<p><b>Legend: ppm-parts per million. Note: The ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe standards to "instrumental equivalents". The statewide standard, "extinction of 0.23 per kilometer" is equivalent to the standard set in 1969. The Lake Tahoe Air Basin standard, "extinction of 0.07 per kilometer" is equivalent to the standard set in 1976.</b></p>		

Source: CARB 2009

## Local/Regional Regulations

### ***San Joaquin Valley Air Pollution Control District***

The San Joaquin Valley Air Pollution Control District (District) is responsible for tracking and regulating air pollutants from primary and secondary sources. The District manages monitoring stations throughout the eight-county basin. In coordination with regional transportation agencies, the District develops and implements air quality attainment plans for the Basin.

### ***Ozone Attainment Demonstration Plans***

The Basin has been designated in a state of nonattainment of state and federal ozone air quality standards. In 2004, the District adopted an Extreme Ozone Attainment Demonstration Plan to meet the CCA 1-hour ozone standard (SJVAPCD, 2004). The federal 1-hour standards have since been replaced by an 8-hour standard; however, the plan will remain in place until an 8-hour ozone attainment plan is developed. The plan was approved by the EPA in 2010. The Basin has also been designated in a state of extreme nonattainment for the federal 8-hour ozone standard. A 2007 PM10 Maintenance Plan included an analysis that illustrated that a 2013 attainment target was infeasible (SJVAPCD, 2007). The 2007 plan sets forth a 75% reduction in NO<sub>x</sub> emissions and a 25% reduction in ROG emissions by 2023.

State ozone standards do not have attainment deadlines, but require implementation of all feasible measures to achieve attainment at the earliest date possible.

### **Particulate Matter Air Quality Attainment Plans**

The Basin has been designated in a state of nonattainment of state and federal standards for PM<sub>10</sub> (SJCAPCD, 2007). The 2007 maintenance plan demonstrates that the Basin will not exceed federal standards for PM<sub>10</sub> for 10 years after EPA re-designation. The plan addresses both 24-hour and annual standards in accordance with the EPA approved State Implementation Plan. The re-designation was approved by the EPA in 2008.

The Basin has also been designated for nonattainment for the federal PM<sub>2.5</sub> annual standard. The Basin adopted a PM<sub>2.5</sub> Management Plan, which estimates attainment by 2013 with an attainment deadline of 2020 (SJVAPCD, 2008). The EPA is currently proposing to withdraw its 2014 approval of the San Joaquin Valley's contingency measures for the 1997 PM<sub>2.5</sub> NAAQS addressed in the 2008 plan. If the EPA formally withdraws its approval, more stringent sanctions and loss of federal funds may occur (US EPA, 2015).

#### **4.3.1.2. EXISTING CONDITIONS**

Air quality is highly dependent on local topographical and meteorological conditions. Air basins facilitate the movement of air pollutants, as well as impede their movement through the basin.

##### **Topology**

The City of Wasco is located in the San Joaquin Valley Air Basin in the southern portion of the Central Valley. The City is surrounded by coastal mountain ranges to the west and the Sierra Nevada Mountains to the east. The City itself rests on land with little slope, with an elevation between 300 and 375 feet (City of Wasco, 2015).

##### **Wind Patterns**

Typical wind flows in the San Joaquin Valley flows south-southeast and through the southern portion of Kern County. Wasco's location at the southern end of the basin results in some of the highest air pollutant concentrations in the Basin. In the summer air flows north to south transporting air pollutants into the City, while the reverse phenomena occurs in the winter. These regional air flows cross jurisdictional boundaries, causing air pollutants created in the northern portion of the valley to affect the air quality of Wasco (City of Wasco, 2015).

##### **Climate and Temperature**

Wasco has an "inland Mediterranean" climate characterized by long, hot, dry summers and short foggy winters. Sunlight can cause the breakdown of tailpipe emissions into



ozone (O<sub>3</sub>). The Basin averages over 260 sunny days a year. The maximum daily averages of approximately 100°F occur in July, and the lowest average high temperatures of 35°F occur in December and January (City of Wasco, 2015).

## **Precipitation**

Wasco's rainy season occurs mostly in the winter months and early spring. Annual precipitation averages about 6.85 inches, however, recent drought conditions have resulted in significantly less rainfall. The city regularly experiences Tule fog in the winter months, which often lasts for extended periods of time (City of Wasco, 2015).

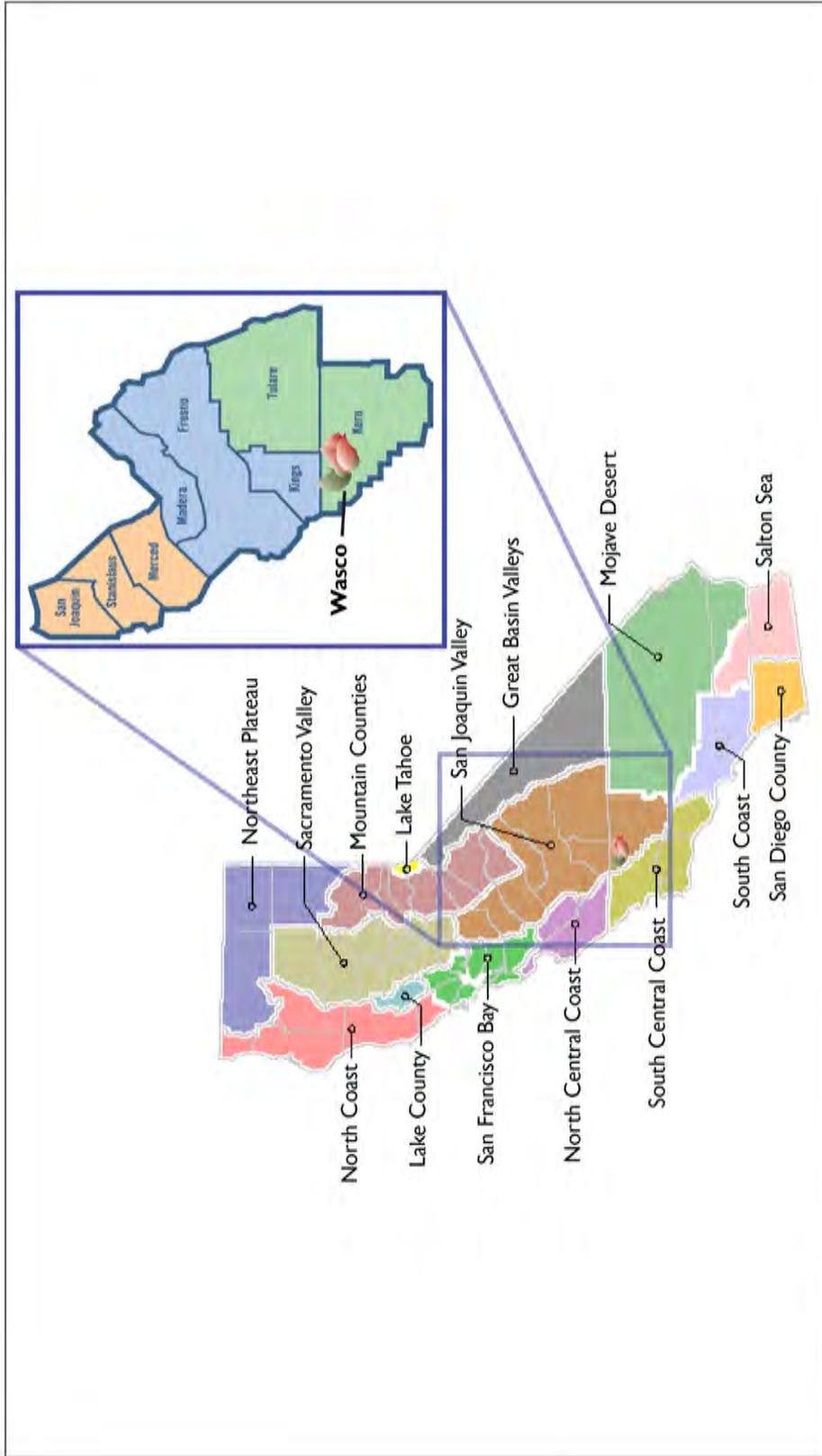
## **Inversions**

Temperature inversions are a common occurrence in the Basin. Inversion layers occur when warm air in higher altitudes traps cooler air close to the ground. These events disrupt normal air circulation, preventing air pollutants from rising, while the surrounding mountain ranges inhibit horizontal movements. During these inversion events, air pollution concentrations increase, sometimes causing haziness, pollutant "hot spots", and the formation of ozone (City of Wasco, 2015).

## **San Joaquin Valley Air Basin**

Air quality is measured on a regional, as opposed to citywide, scale. To regulate air pollutant emissions within California, the state has been divided into 15 air basins based upon similar meteorological and geographic conditions. Each is charged with the management of air quality and governed by the California Air Resource Board (CARB). The San Joaquin Valley Air Basin is composed of eight counties that make up California's Central Valley: San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and the western portion of Kern County. Wasco is located at the southern end of the air basin. Map 4.3-1 shows the extent of air basins in California, and Wasco's location within the San Joaquin Valley Air Basin.

Map 4.3-1 California Air Basins



California Air Basins  
Air Quality Element

## Criteria Pollutants and Health Effects

Air quality is determined by the concentration of pollutants in the ambient environment. Criteria pollutants are used to estimate the quality of the air within an air basin. Ambient air quality is a result of the concentration of criteria pollutants, which is affected by the amount of the pollutant dispersed into the air. Each individual air basin manages emissions of criteria pollutants, keeping the concentration of the pollutant below a threshold determined to be safe for human health.

The United States Environmental Protection Agency (EPA) has promulgated air quality standards for six criteria pollutants, known as National Ambient Air Quality Standards, (NAAQS). In addition, the State of California has established maximum concentration standards for the same six criteria pollutants and an additional four pollutants. Concentrations above the established threshold are determined to have adverse effects on human health. Table 4.3-1 4.3.-2 below presents criteria pollutants and their health effects.

**Table 4.3-3 Criteria Pollutants**

Pollutant	Characteristics	Health Effects	Main Sources
<b>Ozone</b>	Photochemical smog - The product of a photochemical reaction between reactive organic gases (ROGs) and nitrogen oxides (NOx). Commonly referred to (incorrectly) as smog - the combination of smoke (soot and smoke from burning coal) and fog	Respiratory irritation, infection, and increase risk of heart and lung disease, Lung tissue damage and Crop and vegetation damage	Ozone is not emitted directly, but is created by chemical reactions. Ozone precursors (components of the chemical reaction) include: Fuel combustion from motor vehicles, Evaporation of solvents, paints, and fuels
<b>Carbon Monoxide</b>	Colorless, odorless, and tasteless gas The result of inefficient/incomplete fuel combustion Component of photochemical smog	Toxic to humans and animals in high concentration. Aggravation of cardiovascular disease. Fatigue, headache,	Wood stoves, fireplaces, gasoline powered equipment, automobile exhaust coal burning

Pollutant	Characteristics	Health Effects	Main Sources
		disorientation, nausea, dizziness	
<b>Nitrogen Dioxide</b>	Red-brown gas formed during combustion of nitric oxide and oxygen. Highly reactive and a major component of photochemical smog	Acute and chronic respiratory disease. Source of acid rain	Automobiles and truck exhaust, industrial emissions
<b>Sulfur Dioxide</b>	Colorless gas with a distinct strong odor	Acute and chronic respiratory disease. Source of acid rain	Diesel vehicle exhaust, oil powered power plants
<b>Particulate Matter</b>			
<b>Coarse-PM10</b>	Particles between 2.5 and 10 microns in diameter	Aggravation of chronic respiratory illnesses such as bronchitis and asthma	Agricultural operations, industrial processes, combustion of wood and fossil fuels,
<b>Fine-PM2.5</b>	Ozone is not emitted directly, but is created by chemical reactions.	Lung tissue damage, increased damage resulting from PM2.5 due to smaller size and inhalation into lung tissue Heart and lung disease	construction and demolition activities, and entrainment of road dust into the air
<b>Sulfates</b>	Oxidized sulfur	Aggravation of respiratory illness cardiopulmonary disease	Combustion of petroleum fuels from cars and diesel engines

Pollutant	Characteristics	Health Effects	Main Sources
<b>Lead</b>	Naturally occurring and man-made metal	Organ and tissue damage, Reproductive disorders, Brain and nerve damage, including seizures	Lead paint; contaminated soil, water, and food
<b>Hydrogen Sulfide</b>	Colorless gas, powerful odor commonly described as rotten eggs	Nervous system damage, Eye irritation, sore throat, cough, Fatigue, loss of appetite, headache, irritability, poor memory, dizziness, Reproductive failure, including miscarriage	Nervous system damage, Eye irritation, sore throat, cough, Fatigue, loss of appetite, headache, irritability, poor memory, dizziness, Reproductive failure, including miscarriage
<b>Visibility Reducing Particles</b>	Suspended particulate matter. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt	Visible impairment, haze	Windblown soot from wildfire, motor vehicles, utility and industrial plants

Source: United States Environmental Protection Agency, *Six Common Air Pollutants*; United States Department of Labor, *Occupational Safety and Health Administration*; California Air Resources Board, *Visibility Reducing Particles and History of Sulfates Air Quality Standard, 2014*; SJVAPCD, 2012b

## Emerging Air Quality Issues

### *Toxic Air Contaminants*

In 1983, California passed the *Toxic Air Contamination and Control Act* (AB 1807) which established a program to reduce exposure to toxic air contaminants. This program is supplemented by the 1987 Air Toxics 'Hot Spots' Information and Assessment Act (AB 2588), which requires mandatory inventory and notification of toxic air contaminant

release and exposure. The CARB maintains a list of toxic air contaminants (TAC) including substances such as, but not limited to:

- Benzene
- Asbestos
- Cadmium
- Carbon Tetrachloride
- Chloroform
- Inorganic lead and Arsenic
- Particulate Emissions from Diesel-Fueled Engines
- Environmental Tobacco Smoke

All mobile sources that utilize diesel fuel, such as trucks, farm equipment, buses, automobiles, and trains are contributors to diesel particulate matter in the City of Wasco and Kern County as a region.

CARB has not identified thresholds for TACs, as there is no exposure level below which these toxins can be assumed safe for human health. Thus, there are no air quality standards for TACs. Instead, TAC impacts are evaluated by calculating the health risks associated with a given exposure. Two types of risks are usually assessed: non-cancer chronic hazard risk and non-cancer acute hazard risk. Non-cancer chronic hazard risk is the potential non-cancer health impacts resulting from exposure to toxic substances usually lasting from one year to a lifetime. The total hazard index includes the sum of hazard indices for pollutants with non-cancer health effects that have the same or similar adverse health effects (endpoints). A non-chronic hazard index is calculated by dividing the annual average concentration of a toxic pollutant by the chronic reference exposure level for that pollutant (CARB, 2014). A non-cancerous acute hazard risk is the potential non-cancer health impacts resulting from a one-hour exposure to toxic substances. The total hazard index includes the sum of hazard indices for pollutants with non-cancer health effects that have the same or similar adverse health effects (endpoints). An acute hazard index is calculated by dividing the one-hour concentration of a toxic pollutant by the acute reference exposure level for that pollutant (CARB, 2014).

### *Agriculture*

The San Joaquin Air Basin is one of the few air basins in the State that still allows permissive-burn days. A permissive-burn day means any day on which agricultural burning, including prescribed burning, is not prohibited by the state board and burning is authorized by the district consistent with their guidelines (California Code of Regulations Title 17, 2014). The guidelines set thresholds that must be met in order for the permissive-burn days to be activated. The main criteria are elevation and time of day. Burn permits are requested and processed by the Air Pollution Control District (SJVAPCD, 2012a). Smoke poses serious health risks, depending on the duration and type of exposure.



CARB (2003) lists potential health effects of smoke exposure, including burning and itchy eyes, asthma attacks, lung damage, cancer, and premature death. Additionally, since smoke easily travels through the air, burning can affect surrounding communities and ash may be deposited on soil, plants, and in water.

The majority of organic carbon in the air basin is suspected to be directly emitted carbon from combustion sources (CARB, 2014). Key sources include residential wood combustion sources, vehicles, agricultural and prescribed burning, and other point-source emitters (CARB, 2014).

## **4.3.2. STANDARDS OF SIGNIFICANCE**

### **4.3.2.1. CEQA THRESHOLDS**

According to Appendix G of the CEQA Guidelines (2014), the proposed plan would have a significant effect on the environment with respect to air quality if it would:

1. Conflict with or obstruct implementation of the applicable air quality plan;
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
4. Expose sensitive receptors to substantial pollutant concentrations; or
5. Create objectionable odors affecting a substantial number of people.

### **4.3.2.2. METHODOLOGY**

Air quality impacts should be analyzed using the current guidelines or procedures specified by the local air district or the Air Resources Board. The San Joaquin Valley Air Pollution Control District (SJVPCD) publishes CEQA Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI). The GAMAQI includes methodology and thresholds for criteria air pollutant impacts and community health risk for plan-level and project-level analyses.

Table 4-3.4 shows the attainment status of pollutants in the Valley highlighted in the GAMAQI, and highlights those criteria pollutants of special concern and that are managed under State Implementation Programs (SIP) outlined in Section 4.3.1.1

**Table 4.3-4 San Joaquin Valley Attainment Status**

Pollutant	Designation/ Classification	
	Federal Standards	State Standards
<b>Ozone - One hour</b>	Revoked in 2005	Nonattainment/Severe
<b>Ozone - Eight hour</b>	Nonattainment/Extreme	Nonattainment
<b>PM 10</b>	Attainment	Nonattainment
<b>PM 2.5</b>	Nonattainment/Moderate	Nonattainment
<b>Carbon Monoxide</b>	Attainment/Unclassified	Attainment/Unclassified
<b>Nitrogen Dioxide</b>	Attainment/Unclassified	Attainment
<b>Sulfur Dioxide</b>	Attainment/Unclassified	Attainment
<b>Lead (Particulate)</b>	No Designation/Classification	Attainment
<b>Hydrogen Sulfide</b>	No Federal Standard	Unclassified
<b>Sulfates</b>	No Federal Standard	Attainment
<b>Visibility Reducing Particles</b>	No Federal Standard	Unclassified
<b>Vinyl Chloride</b>	No Federal Standard	Attainment

Source: SJVAPCD, 2015a

### 4.3.3. IMPACT DISCUSSION

This section discusses the proposed Plan-specific and cumulative impacts related to air quality.

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AIR-1 The proposed plan **does not** conflict with, or obstruct implementation of an applicable air quality plan.

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The SJVAPCD has published two state implementation plans (SIPs) which address ozone and particulate matter, for which the Basin fails to meet attainment standards.



General plans are typically considered consistent with SIPs if they do not increase population or VMT above that projected in the Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS). The Kern Council of Governments (KCOG) published the RTP/SCS in 2014, forecasting a 2% annual growth rate in Wasco, resulting in a total population, including the prison population, of 47,500 people. The proposed Plan does not exceed these growth assumptions.

The SJVAPCD also published a CEQA assistance document, the “Guidance for Assessing and Mitigating Air Quality Impacts” which provides specific mitigation measures to be applied to projects in the Basin. Projects in the City, such as subdivisions or the construction of large big-box stores will undergo project level CEQA review and are subject to the provisions of the QAMAQI.

In addition, the proposed Plan contains the following policies and actions that relate to inter-agency coordination, particulate matter, and the production of ozone.

***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 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.

**CL Action 4.3**

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

**Applicable Regulations:**

Federal Clean Air Act  
California Clean Air Act  
Ozone Attainment Demonstration Plans  
Particulate Matter Air Quality Attainment Plans

**Significance Before Mitigation:** Less than Significant

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**AIR-2** The proposed plan **will not** violate any air quality standard or contribute substantially to an existing or projected air quality violation.

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Given the programmatic nature of the proposed Plan, specific operational information about individual projects that would operate under the Plan is not known. Subsequent environmental review of development projects would be required to assess potential impacts under project-level thresholds. In addition, Wasco is located within the San Joaquin Valley Air Basin, which is currently in non-attainment status for: Ozone - One hour, Ozone - Eight hour, PM 10, and PM 2.5. The proposed Plan would contribute to the existing violation of several air quality standards or contribute to an existing or projected air quality violation; however the air basin covers a large region and includes many large agricultural operations and major urban areas including the City of Fresno. Given the air patterns and topography, Wasco is the recipient, not origin, of its air pollutants. The proposed Plan includes policies and actions that will help to mitigate future air pollutant emissions, including the following:

**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 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 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.

**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 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.

**Applicable Regulations:**

Federal Clean Air Act  
California Clean Air Act

**Significance Before Mitigation:** Less than Significant

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**AIR-3** The proposed plan **will not** result in cumulative considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

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The proposed Plan is located within the San Joaquin Valley Air Basin, which is currently in non-attainment status for: Ozone - One hour, Ozone - Eight hour, PM 10, and PM 2.5. The air basin covers a large region and includes many large agricultural operations and major urban areas including the City of Fresno. Given the air patterns and topography, Wasco is the recipient, not origin, of its air pollutants. The proposed Plan includes policies and actions that will help to mitigate future air pollutant emissions, including the following:

***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 Action 3.1***

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

***AQ Action 4.3***

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

***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 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.

**Applicable Regulations:**

Federal Clean Air Act  
California Clean Air Act  
Ozone Attainment Demonstration Plans  
Particulate Matter Air Quality Attainment Plans

**Significance Before Mitigation:** Less than Significant



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**AIR-4** The proposed plan would result in **potentially significant** impacts with respect to the placement of sensitive receptors proximate to substantial pollutant concentrations or the siting of new sources of air pollution proximate to sensitive receptors in the City.

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This impact is generally considered significant if schools, parks, nursing homes, hospitals, or other land uses that cater to vulnerable populations are placed near new high-traffic roads of industrial uses. Wasco is bisected by two state-highways, but no major freeways. Wasco's proximity to Highway 5 and proposed high speed rail reduce the likelihood, that even as Wasco grows that its roadways would become major transportation routes. The land around the highway is mostly built out, and new industrial uses are zoned for the periphery of the City away from sensitive land uses, but due to the City's small size, and the proposed Plan's infill policies, and the current non-attainment status of ozone more residential persons and sensitive receptors are likely to be exposed to pollutant concentrations, see Map 4.3-2. California state law governing the placement of sensitive land uses and project level CEQA analysis provide important legal backstops to this impact area. The plan includes the following action that will help mitigate future possible impacts:

***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.



**Applicable Regulations:**

- Federal Clean Air Act
- California Clean Air Act
- Ozone Attainment Demonstration Plans
- Particulate Matter Air Quality Attainment Plans

**Significance Before Mitigation:** Potentially Significant

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**AIR-5** The proposed plan **will potentially** create objectionable odors affecting a substantial number of people.

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The SJVAPCD has identified certain land uses that are associated with odor, and recommended buffer distances within which sensitive receptors should not be located. These recommendations are listed in Table 4.3-5. The Plan recognizes the existence of both a coal processing facility along SR 43 and a large agricultural processing facility north of SR 46.

**Table 4.3-5 SJVAPCD Project Screening Trigger Levels for Potential Odor Sources**

Type of Facility	SJVAPCD Recommended Buffer Distance
<b>Wastewater Treatment Facilities</b>	2 Miles
<b>Sanitary Landfill</b>	1 Mile
<b>Transfer Station</b>	1 Mile
<b>Composting Facility</b>	1 Mile
<b>Petroleum Refinery</b>	2 Miles
<b>Asphalt Batch Plant</b>	1 Mile
<b>Chemical Manufacturing</b>	1 Mile
<b>Fiberglass Manufacturing</b>	1 Mile
<b>Painting/Coating Operations (e.g. auto body shops)</b>	1 Mile
<b>Food Processing Facility</b>	1 Mile
<b>Feed Lot/Dairy</b>	1 Mile
<b>Rendering Plant</b>	1 Mile

**Applicable Regulations:**

- Federal Clean Air Act
- California Clean Air Act

**Significance Before Mitigation:** Less than Significant

#### 4.3.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

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**AIR-4-** The proposed plan would result in **potentially significant** impacts with respect to the placement of sensitive receptors proximate to substantial pollutant concentrations or the siting of new sources of air pollution proximate to sensitive receptors in the City.

---

In order to reduce the potential impact of the placement of sensitive receptors proximate to substantial pollutant concentration or the siting of new sources of air pollution proximate to sensitive receptors in the City, the following mitigation measures are proposed, in addition to the proposed Plan’s policies and programs:

**Mitigation AIR-4a:**

Avoid or prohibit the siting of new substantial emission sources within CARB recommended screening distances of existing sensitive receptors.

**Significance After Mitigation:** Less than Significant

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**AIR-5** The proposed plan **will potentially** create objectionable odors affecting a substantial number of people.

---

**Mitigation AIR-5a:**

Avoid or prohibit the siting of new substantial emission sources within CARB recommended screening distances of existing sensitive receptors.

**Significance After Mitigation:** Less than Significant



## Air Quality References

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- . (2015b). National Ambient Air Quality Standards (NAAQS). Retrieved from: <http://www3.epa.gov/ttn/naaqs/criteria.html>

## 4.4. BIOLOGICAL RESOURCES

Would the Proposed Plan:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Interfere substantially with the movement of any	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the Proposed Plan:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 4.4.1. ENVIRONMENTAL SETTING

##### 4.4.1.1. REGULATORY FRAMEWORK

The Regulatory Framework section provides information on the current federal, State, and local regulatory standards and programs pertaining to the Biological Resources of Wasco and potential impacts of the General Plan.

#### Federal Regulations

##### *Environmental Protection Agency*

##### *Federal Clean Water Act*

The Federal Clean Water Act (FCWA), administered by the Environmental Protection Agency (EPA) and the U.S. Army Corps of Engineers (USACE), regulates the discharge

of fill material into United States' waterways, including lakes, rivers, streams and their tributaries, as well as wetlands. Section 404 (Discharges of Dredge or Fill Material) requires that project proponents obtain a permit from the USACE for all discharges of dredged or fill material into waters of the United States before proceeding with a proposed action. USACE permits must then be certified by the State Water Resources Control Board. Section 401 (Certification) lists additional requirements for permit review. Certification from the California Regional Water Quality Control Board is also required when a proposed activity may result in discharge into navigable waters.

### ***United States Fish & Wildlife Service***

#### ***Endangered Species Act (ESA)***

The Endangered Species Act (ESA) protects and recovers imperiled species and the ecosystems upon which they depend. ESA is administered and implemented by the United States Department of Interior's Fish and Wildlife Service (FWS) and the Commerce Department's National Oceanic and Atmospheric Administration (NOAA) Fisheries.

Under the ESA (16 U.S.C. Section 1531 et seq.), species may be listed as either endangered or threatened. "Endangered" species are those that are in danger of extinction, throughout all or in a significant portion of its range, and "threatened" species are those that are likely to become endangered within the foreseeable future. All species of plants and animals, except pest insects, are eligible for listing. For the purposes of the ESA, Congress defined species to include subspecies, varieties, and, for vertebrates, distinct population segments. The City of Wasco is within the area of habitat to several federally listed endangered species, which are listed in this report.

Section 7 of the ESA mandates that all federal agencies consult with USFWS and NOAA Fisheries if a proposed project may affect a listed species or its habitat. This applies to all lands, not just federal lands. Section 7 gives ESA jurisdiction on private lands.

Section 9 of the ESA prohibits the take of any fish or wildlife species listed as endangered; this also applies to the habitat the fish or wildlife species may inhabit. Take is defined as an action or attempt to hunt, harm, harass, pursue, shoot, wound, capture, kill, trap, or collect a species. Endangered plant species are also protected under this section.

#### ***Migratory Bird Treaty Act (16 U.S.C. 703 et seq.)***

Under the Migratory Bird Treaty Act, it is illegal to "take, possess, import, export, transport, sell, purchase, barter, or offer for sale, purchase, or barter, any migratory bird, or their nests or eggs unless a valid permit is issued" (U.S. Fish and Wildlife Service, 2013). Several wildlife refuges located near Wasco include migratory bird habitats. This act



would apply to the birds in the refuges, as well as any other migratory bird present in the City of Wasco.

## **State Regulations**

### ***California Department of Fish and Wildlife***

#### *California Endangered Species Act*

The California Department of Fish and Wildlife (CDFW) administers the California Endangered Species Act (CESA) (California Fish and Game Code Section 2050 et seq.), which serves to conserve threatened or endangered species and their habitats. State laws allow CDFW to review projects for their potential impacts to listed species and their habitats. Compliance with the ESA satisfies the CESA with the CDFW's authorization for incidental take.

#### *California Fish and Game Code Section 1600-1616*

California Fish and Game Code, Sections 1600 to 1616, regulate development to avoid and mitigate impacts or modification to rivers, streams, or lakes. Modification is defined as diverting or obstructing the natural flow of, or substantially changing or using any material from the bed, channel, or bank of, any river, stream, or lake. California Fish and Game Code Section 3503.5 prohibits "take," possession, or destruction of any raptor, its nests or its eggs.

#### *California Fish and Game Code 2080*

Section 2080 of the California Fish and Game Code prohibits the taking of any species determined to be threatened or endangered. As defined in Section 86 of the Fish and Game Code, take is to "hunt, pursue, catch, capture or kill, or attempt to hunt, pursue, catch, capture or kill" (California Department of Fish and Wildlife, 2015). Any threatened or endangered species in Wasco are protected by this Act.

#### *California Fish and Game Code 1900-1913*

The California Native Plant Protection Act of 1977 prohibits the importation, "take", or sale of rare and endangered plants.

### ***California Native Plant Society***

#### *California Native Plant Protection Act (California Fish and Game Code 1900-1913)*

State-listed rare and endangered plant species are protected under CEQA. The California Native Plant Society (CNPS) is a non-governmental conservation organization that keeps

a list of endangered or threatened plant species in California. The list divides the plants into these five categories:

List 1A – Considered to be extinct

List 1B – Considered rare, threatened, or endangered in California and elsewhere

List 2 – Considered rare, threatened, or endangered in California, but is more common elsewhere

List 3 – CNPS lacks necessary information to determine if it should be assigned to a list

List 4 – Limited distribution in California (California Native Plant Society, 2015)

### ***California Regional Water Quality Control Board***

#### *The Porter-Cologne Water Quality Control Act of 1960*

The California Water Code Section 13000 charges the State Water Resources Control Board (SWRCB) with protecting the quality of all state waters. To enforce state regulations, the Regional Water Board issues waste discharge requirement (WDR) permits for wastewater disposal and the construction storm water program.

### **Local and Regional Regulations**

#### ***Kern County***

There are two primary documents that guide the protection and conservation of threatened and endangered species in areas surrounding Wasco; the Metropolitan Bakersfield Habitat Conservation Plan (1994) and the Draft Kern County Valley Floor Habitat Conservation Plan (VFHCP) (2006). Useful information can be found in both documents regarding plant and animal species in areas of Kern County including Wasco. The VFHCP is intended to guide the establishment of protected habitat and corridors important to federal and state listed species, and species of special concern present in the County. The County is divided into three zones of habitat quality: high priority conservation areas, secondary priority conservation areas, and areas of low habitat conservation potential (mostly areas in intensive agriculture use). Incorporated cities within Kern County are not included in the VFHCP Program unless they request coverage. The City of Wasco is located in the zone of low conservation importance (Kern County, 2006).

#### 4.4.1.2. EXISTING CONDITIONS

The following section provides an overview of the existing biological resources in Kern County and the City of Wasco. Biological resources include plant and animal life that currently exist in the area. Federal and state regulations attempt to protect and conserve the biological diversity that exists in the area.

#### City of Wasco Municipal Code

17.75.040 B. Development Standards. Development in the P-D district shall comply with the following standards:

17.75.040 B. 2. All development proposed shall be superior to development that could occur under the development standards of the base zone district in at least two of the following ways:

17.75.040 B. 2. e. Enhanced environmental preservation by clustering development to preserve sensitive plant or wildlife habitat, **biological resources**, or contiguous open space;

#### Vegetation, Habitat Types, and Wetlands

The native vegetation of Wasco has been largely replaced by urban and agricultural uses. Wasco is located in the area dominated by Valley Sink Scrub, however, within city limits there are few opportunities for conservation (Kern County, 2006). Areas with the highest suitability for endangered and threatened species of the Kern County region exist to the north and west of Wasco. Additionally, the Kern National Wildlife Refuge is located 25 miles northwest of Wasco, and Pixley National Wildlife Refuge is located 30 miles to the north in Tulare County.

#### Special Status Species

The number of special status plant and animal species present in the Wasco area are included in Table 4.4-1 (plant species) and Table 4.4-2 (animal species).

**Table 4.4-1 Special Status Plant Species**

Group	Species	Listing
Flowering Plants	California jewelflower <i>Caulanthus californicus</i>	Endangered

**Table 4.4-2 Special Status Animal Species**

Group	Species	Listing
<b>Amphibians</b>	California red-legged frog <i>Rana draytonii</i>	Threatened
<b>Crustaceans</b>	Vernal pool fairy shrimp <i>Branchinecta lynchi</i>	Threatened
<b>Fishes</b>	Delta smelt <i>Hypomesus transpacificus</i>	Threatened
<b>Mammals</b>	Buena Vista Lake shrew <i>Sorex ornatus relictus</i>	Endangered
<b>Mammals</b>	Giant kangaroo rat <i>Dipodomys ingens</i>	Endangered
<b>Mammals</b>	San Joaquin kit fox <i>Vulpes macrotis mutica</i>	Endangered
<b>Mammals</b>	Tipton kangaroo rat <i>Dipodomys nitratooides nitratooides</i>	Endangered
<b>Reptiles</b>	Blunt-nosed leopard lizard <i>Gambelia (=Crotaphytus) sila</i>	Endangered
<b>Reptiles</b>	Giant garter snake <i>Thamnophis gigas</i>	Threatened

## 4.4.2. STANDARDS OF SIGNIFICANCE

### 4.4.2.1. CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines, the proposed Plan could have a significant effect on the environment with respect to biological resources if it would:

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

- 
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?
  3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
  4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
  5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
  6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

#### 4.4.2.2. METHODOLOGY

This review of potential cumulative impacts on biological resources that could result from adoption of the proposed Plan was based on review of: the proposed Plan; the Plan Background Report; the FWS resources; FWS's Environmental Conservation Online System (ECOS); the CDFW resources; CDFW's Areas of Conservation Emphasis (ACE-II) Viewer' the California Native Plant Society's resources; and the Center for Biological Diversity resources. The baseline existing conditions were then compared to the proposed Plan to determine the potential impacts on biological resources. The Wasco 2040 General Plan does not have a biological resources management plan, but existing state and local regulations and policies related to biological resources were accounted for during the analysis.

Each of the six CEQA standards of significance for biological resource from the CEQA Guidelines was found to be applicable to the City of Wasco.

#### 4.4.3. IMPACT DISCUSSION

The following is a discussion of the environmental impacts of the Plan with respect to biological resources.

---

**BIO-1** The proposed Plan will have a **potentially significant** substantial adverse effect, either directly or through the habitat modifications,

on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

---

A number of listed, special status plant and animal species have potential to occur in the Plan Area. According to the U.S. Fish and Wildlife Service database, ACE-II, the City of Wasco has a low level of rare species richness as depicted in Map 4.4-1, and a low level of rare plant species richness as depicted in Map 4.4-2; however, the impact to special status species is considered closely, given the potential for the species to occur in Wasco and the SOI.

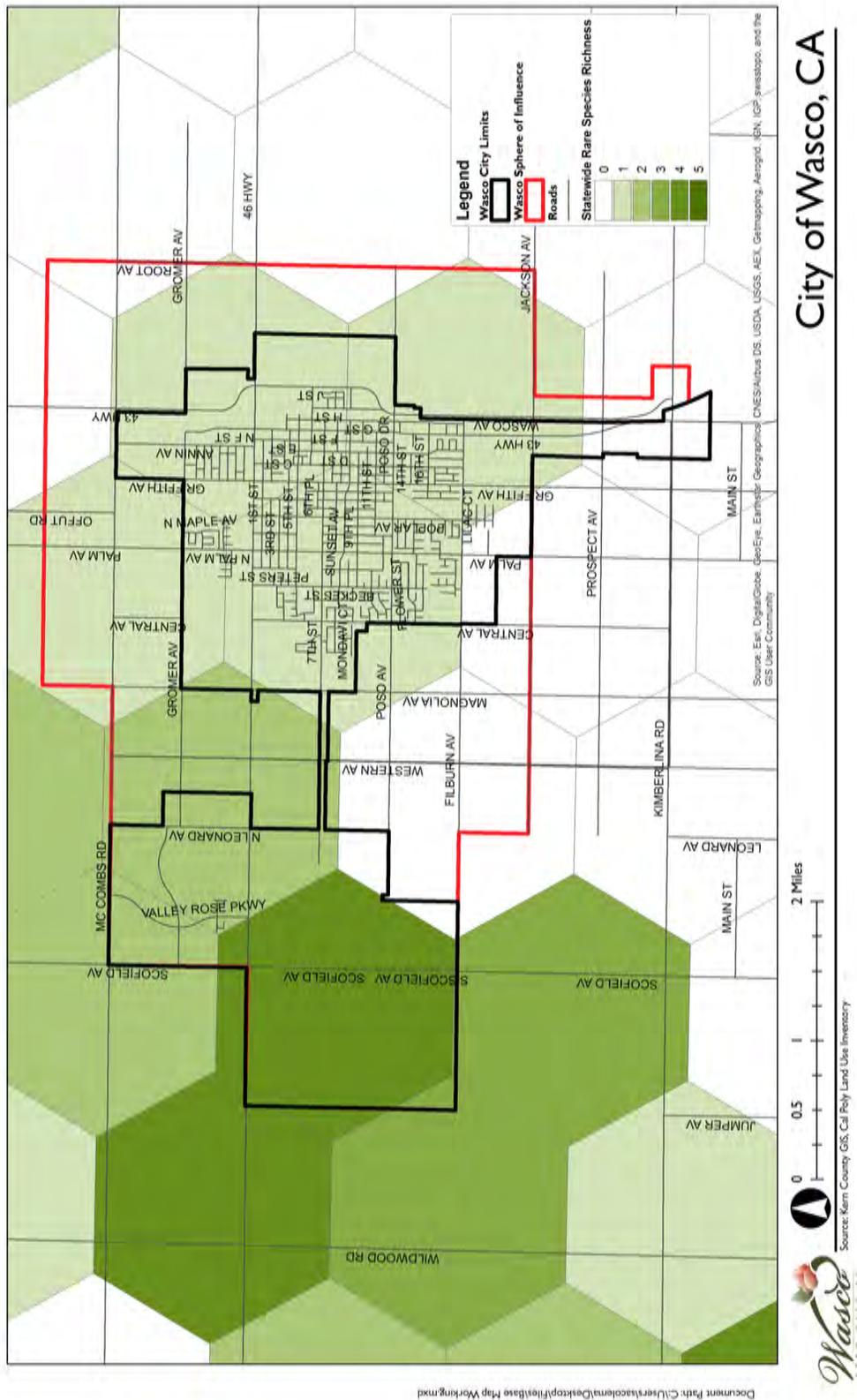
The proposed Plan includes infill development, some higher density residential areas, clustered development, and some growth in areas that are currently undeveloped, such as open space or agricultural areas. All proposed land use changes would be contained within the existing sphere of influence surrounding the City. Despite the focus on development in existing urban areas and Wasco's priority policies of preserving open space and agricultural lands, some future development is likely to occur over time outside of the existing city limits and into the sphere of influence. The result could be impacts to special status plant and animal species that are known to occur or suspected to occur in Wasco.

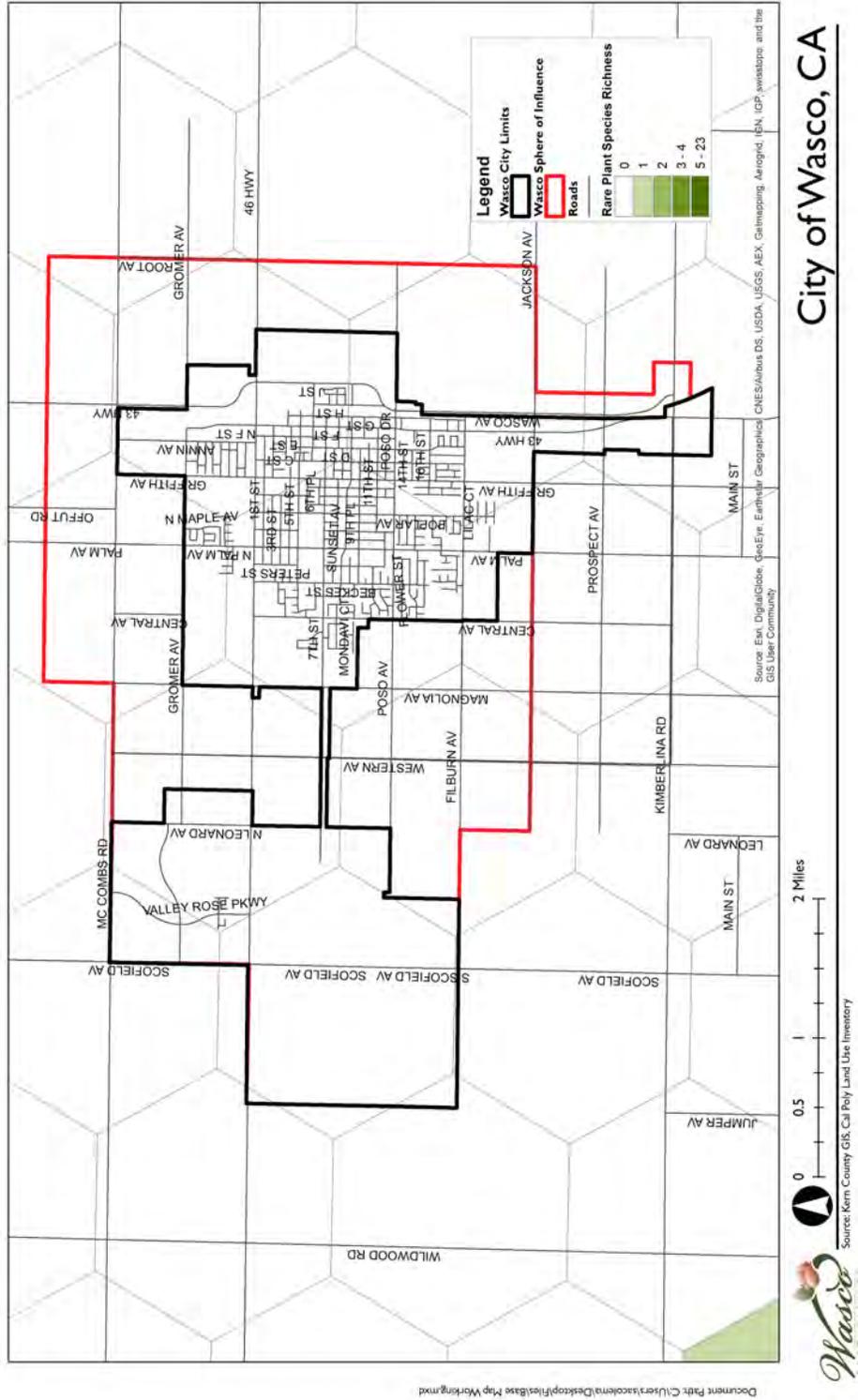
Direct impacts on special-status species include the direct loss of individuals or localized populations, the destruction or degradation of essential habitat, or the isolation of subpopulations due to habitat fragmentation. Indirect impacts may include the disruption of reproductive processes or degradation of habitat to an extent that makes it unsuitable for occupation (i.e. invasive species, excessive noise).

The California Natural Diversity Data Base (CNDDB) was used to identify special-status species that may be found in the project area. This data, although sufficient for this analysis, should be supplemented with site-specific surveys and assessments at the time of development to confirm the presence or absence of these species on the development sites. The federal, state, and local regulations described in Section 4.4.1.1. Regulatory Framework would protect the special-status species from the potential development proposed in the Plan. The Federal Endangered Species Act, California Endangered Species Act, Migratory Bird Treaty Act, Fish and Game Code, and California Native Plant Protection Act all inhibit the potential "take" of State, Federal, or CNPS (1B) listed species.

Map 4.4-1 Statewide Rare Species Richness

Map 4.4-2 Rare Plant Species Richness







Development under the 2040 Wasco General Plan could have direct and indirect effect on special status species through removal or disturbance of habitat. These effects would be considered significant.

Applicable General Plan policies and actions that support the preservation of biological resources in Wasco:

**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.

**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 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.

These policies and programs of the proposed Plan address the first CEQA threshold for biological resources. Applicable federal, state, and local regulations, together with the proposed Plan’s policies and programs, would reduce potential impacts to the special-status species and their habitats. Additional development, growing human population, and the associated increase in vehicular traffic could result in potentially significant impacts to biological resources.

**Applicable Regulations:**

Federal Endangered Species Act  
 Migratory Bird Treaty Act  
 California Endangered Species Act  
 California Fish and Game Code  
 California Native Plant Protection Act  
 The Porter-Cologne Water Quality Control Act of 1960

**Significance Before Mitigation:** Potentially Significant.

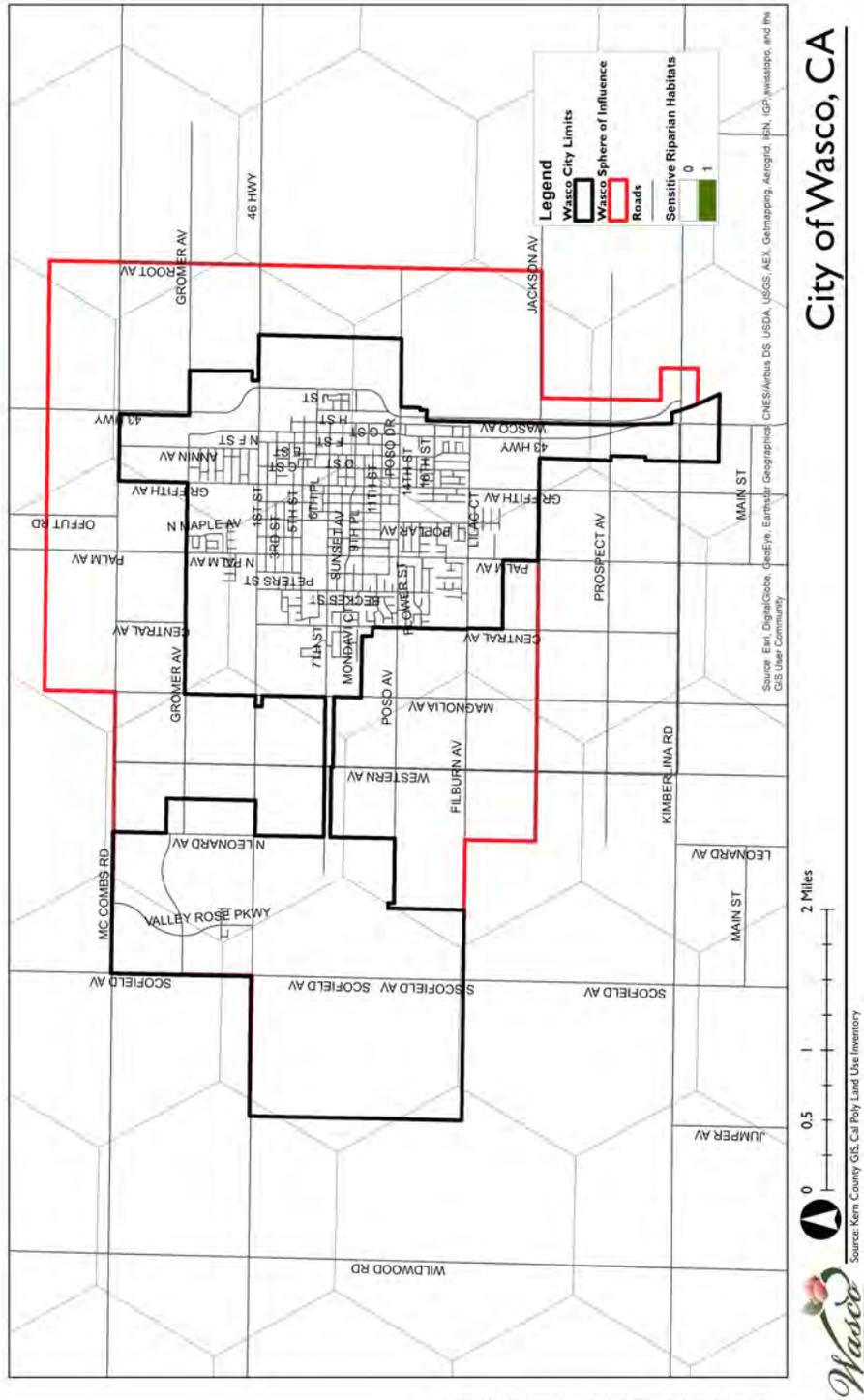
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**BIO-2** The proposed Plan will have a **less-than-significant** substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

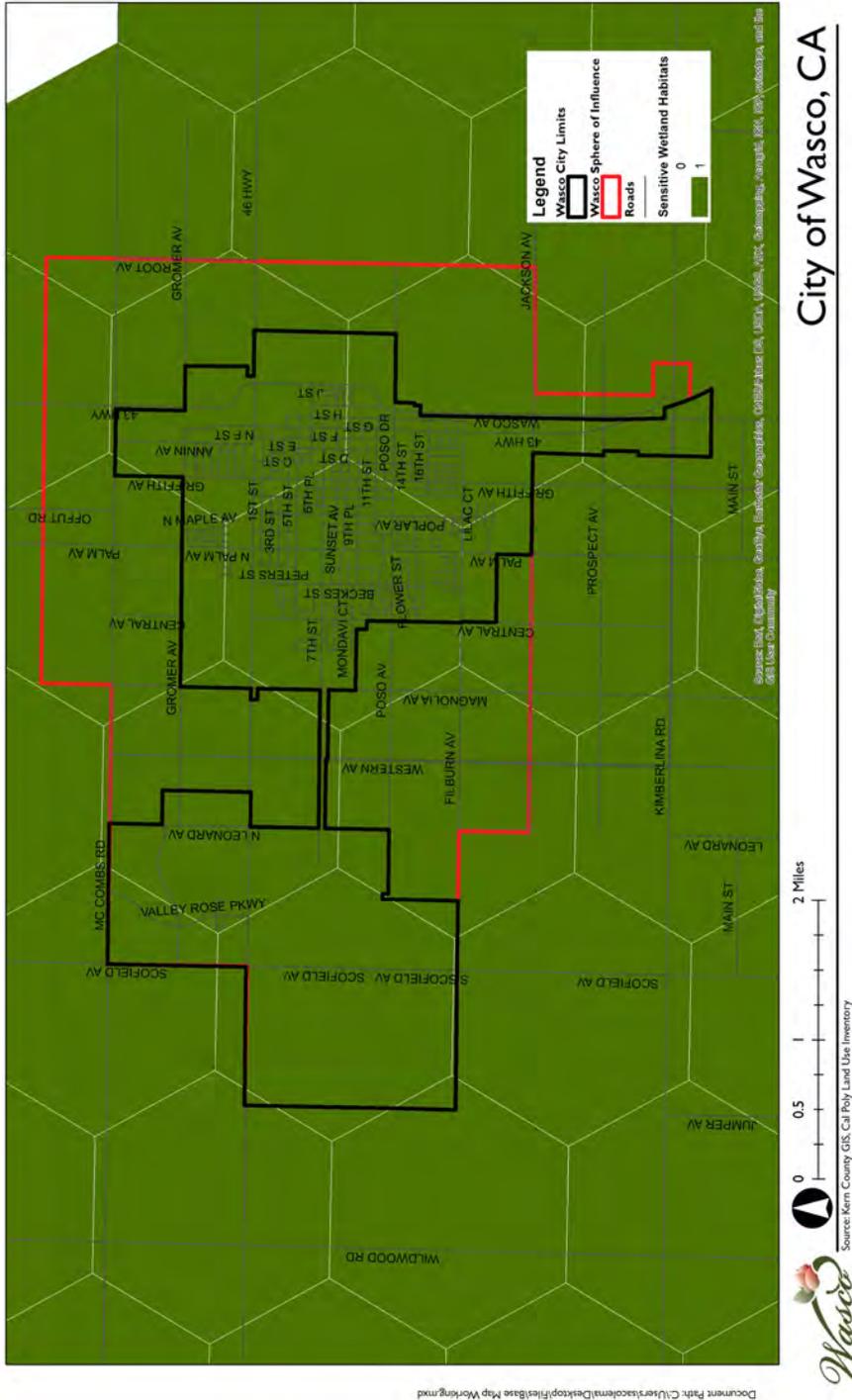
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According to the U.S. Fish and Wildlife Service database, ACE-II, Wasco and the SOI have a low level of sensitive riparian habitat, as depicted in Map 4.4-3; however, Map 4.4-4 shows a high level of sensitive wetland habitat in the Plan Area. Map 4.4-5 shows the overall level of statewide habitat sensitivity for the City of Wasco, which is measured at low, according to the ACE-II database.

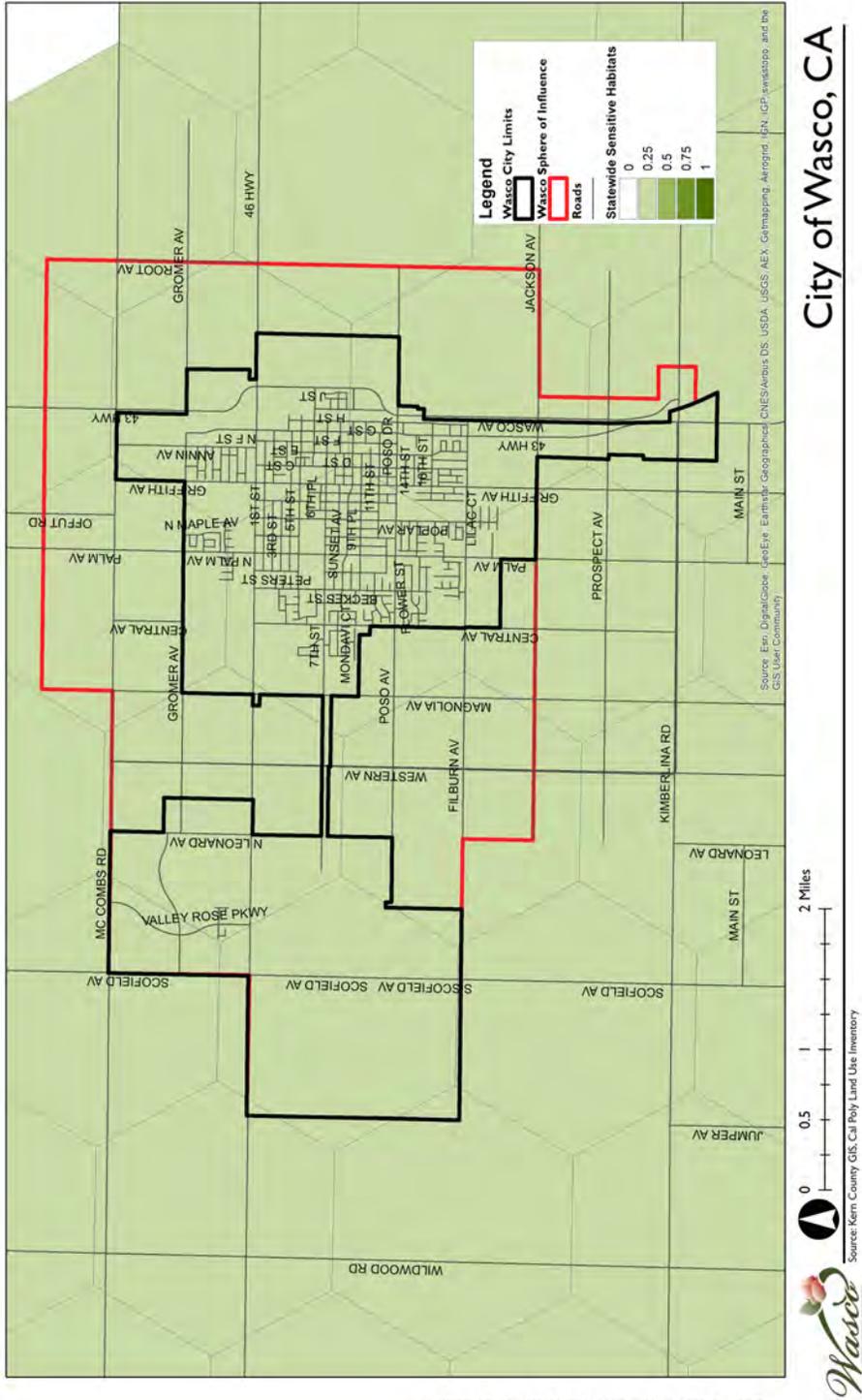
Map 4.4-3 Sensitive Riparian Habitat



Map 4.4-4 Sensitive Wetland Habitat



Map 4.4-5 Statewide Sensitive Habitat



Future development and growth as described in the proposed Plan could have an adverse impact on sensitive wetland habitat. However, federal, state and local regulations described in Section 4.4.1.1 would mitigate impacts on the riparian, wetland, and sensitive habitats from the potential development proposed in the Plan. The Federal Clean Water Act and Porter-Cologne Water Quality Control Act regulate the water quality entering U.S. and state water bodies, respectively. These water quality regulations assist in protecting sensitive habitats from pollution, but also from the alteration of waterways (through dredging, infill, or other methods).

New development and redevelopment subsequent to the proposed Plan are required follow federal and state regulations that help protect these sensitive habitats. During the construction process, additional requirements to protect the environment are included to mitigate potential impacts on these natural resources. Future development may still have direct impacts on sensitive habitat resulting in habitat loss, degradation of habitat, alteration of hydrologic systems such as increased impervious surfaces, and any physical alteration of sensitive habitat. Further, indirect impacts may include any physical change in the environment, which is not immediately related to the proposed Plan, but which may cause an adverse effect. However, all potentially significant impacts of subsequent development of the proposed Plan will be downgraded to less-than-significant due to the mentioned policies and regulations.

Additionally, the proposed Plan includes the following policies and actions that support the preservation of sensitive habitats in Wasco:

***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 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.

**Applicable regulations:**

Federal Endangered Species Act  
Migratory Bird Treaty Act  
California Endangered Species Act



California Fish and Game Code  
California Native Plant Protection Act  
Federal Clean Water Act – Section 404  
The Porter-Cologne Water Quality Control Act of 1960

**Significance Before Mitigation:** Potentially Significant.

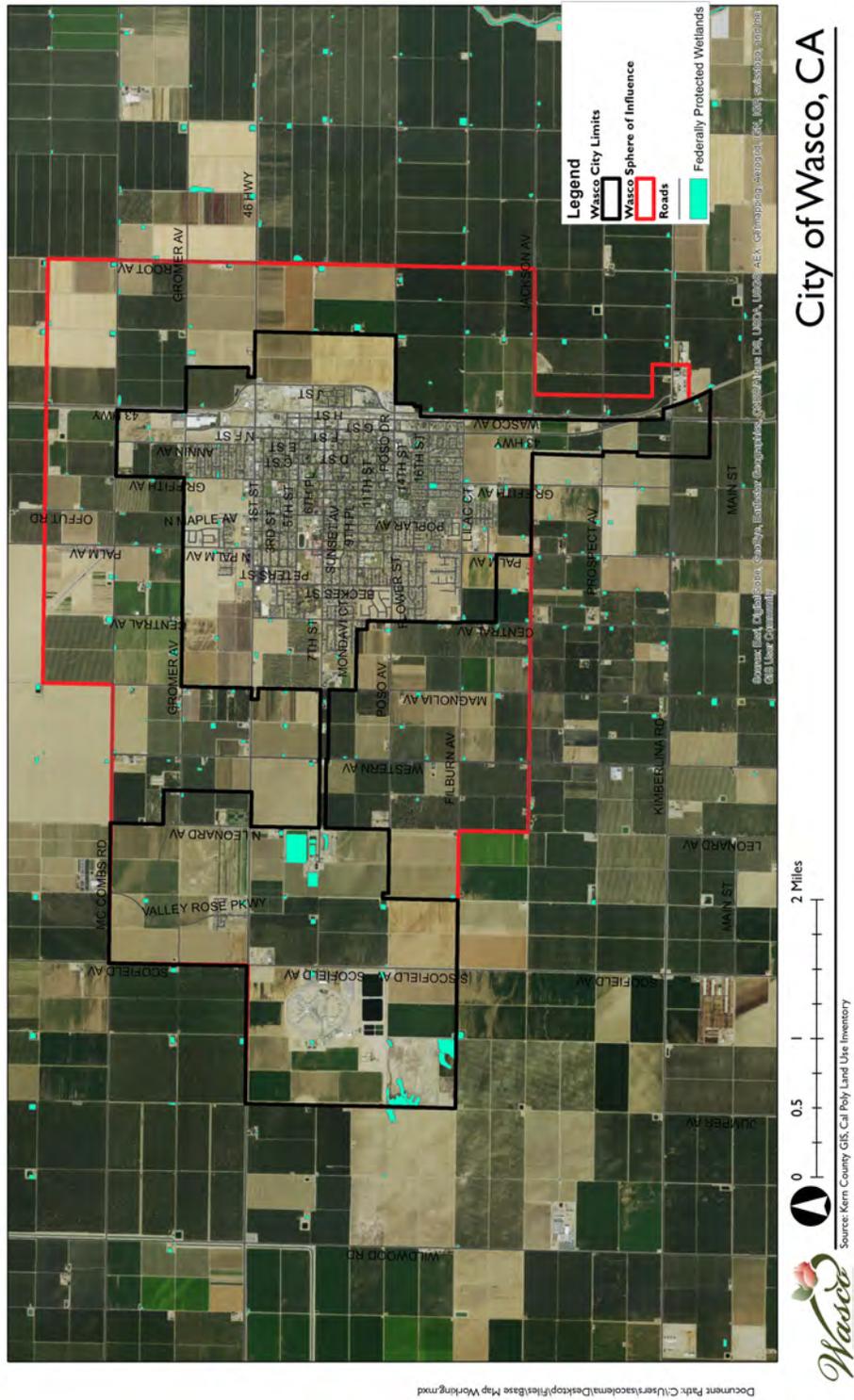
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**BIO-3** The proposed Plan would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, therefore the impact is **less-than-significant**.

---

Federally protected wetlands are those that have been delineated as jurisdictional waters of the United States by the U.S. Army Corps of Engineers (USACE). Section 404 of the Clean Water Act states the policy of “no net loss” of wetlands and also regulates the discharge into waters of the U.S. If a project adversely affects waters of the U.S., the USACE usually requires an in-kind mitigation at a ratio of at least 1:1 to issue a permit authorizing the development. Map 4.4-6, generated using the U.S. National Wetlands Inventory, shows that Wasco has federally protected wetlands located within the City’s boundaries, which may be impacted by future development.

Map 4.4-6 Federally Protected Wetlands





Implementation of the proposed Plan may result in new and infill development which could impact state or federally protected wetlands and/or waters of the United States. Direct impacts on these sensitive habitats may include habitat loss, degradation of habitat, alteration of hydrologic systems, such as increased impervious surfaces, and any physical alteration of habitats. Indirect impacts include any physical change in the environment, which is not immediately related to the proposed Plan, but may cause an adverse effect.

The federal, state, and local regulations described in Section 4.4.1.1 would mitigate impact on the federally protected wetlands from the potential development proposed in the proposed Plan. The Federal Clean Water Act and Porter-Cologne Water Quality Control Act regulate the water quality entering the U.S. and State water bodies, respectively. These water quality regulations assist in protecting sensitive habitats from pollution, but also from the alteration of waterways (through dredging, infill, or other method).

**Applicable regulations:**

California Fish and Game Code

Federal Clean Water Act – Section 404

The Porter-Cologne Water Quality Control Act of 1960

**Significance Before Mitigation:** Less than Significant.

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**BIO-4** The proposed Plan would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, therefore the impact is **less-than-significant**.

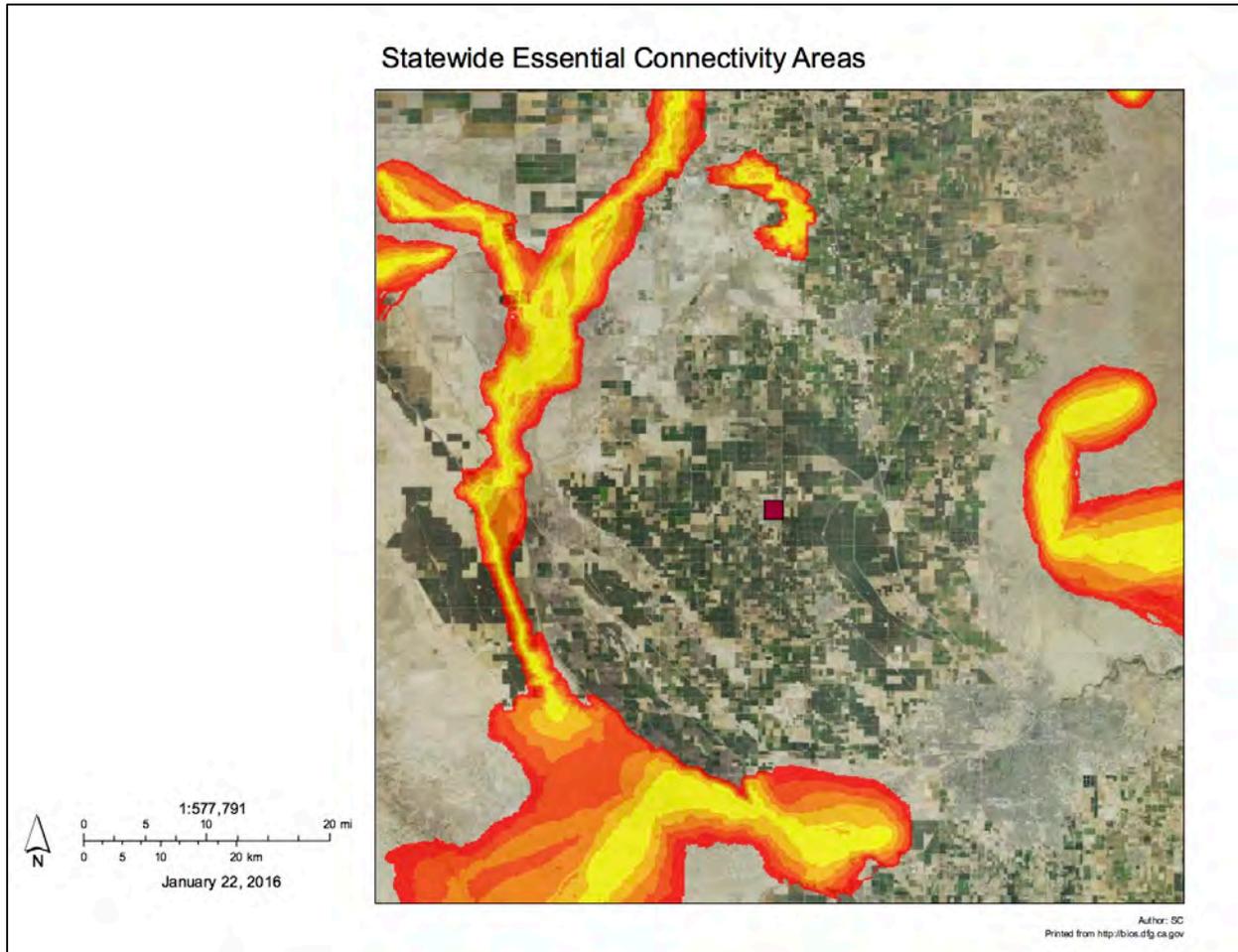
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While most of the Plan Area is urbanized or agricultural lands, the proposed Plan could result in a significant impact if new development would interfere with species movement or involve barriers or threats within wildlife corridors. Movement of wildlife can fall into three categories: movement along corridors, dispersal movements (juveniles colonizing new areas), and temporal migration movements (seasonal movements).

Given the urbanized environment of the City, its vehicular infrastructure, and human and pet presence, opportunities for wildlife movement in the urbanized portion of the City are minimal. Map 4.4-7 shows the California Department of Fish and Wildlife Essential Habitat Connectivity data for Wasco and the surrounding area. There is a lack of habitat that is essential to connectivity for statewide wildlife migration.

The Essential Connectivity Areas as outlined by the California Essential Habitat Connectivity Project was part of the project commissioned by the California Department of Transportation (Caltrans) and California Department of Fish and Game (CDFG) to identify the network of connections between wildlands.

**Map 4.4-7 Statewide Essential Connectivity Areas**



Applicable policies and actions in the proposed Plan that support the preservation of biological resources in Wasco:

**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 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.

**Applicable Regulations:**

Federal Endangered Species Act  
Migratory Bird Treaty Act  
California Endangered Species Act  
California Fish and Game Code

**Significance Before Mitigation:** Less-than-Significant.

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**BIO-5** The proposed Plan would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, therefore the impact is **less-than-significant**.

---

The Proposed Plan would not conflict with any local policies or ordinances protecting biological resources, rather the Plan includes policies and programs that would support existing local policies and ordinances, reducing potential impacts to less than significant levels.

The proposed Plan includes policies and actions to protect biological resources in the City of Wasco.

***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.

**Applicable Regulations:**

None.

**Significance Before Mitigation:** Less than significant.

---

**BIO-6** The proposed Plan **would not** conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

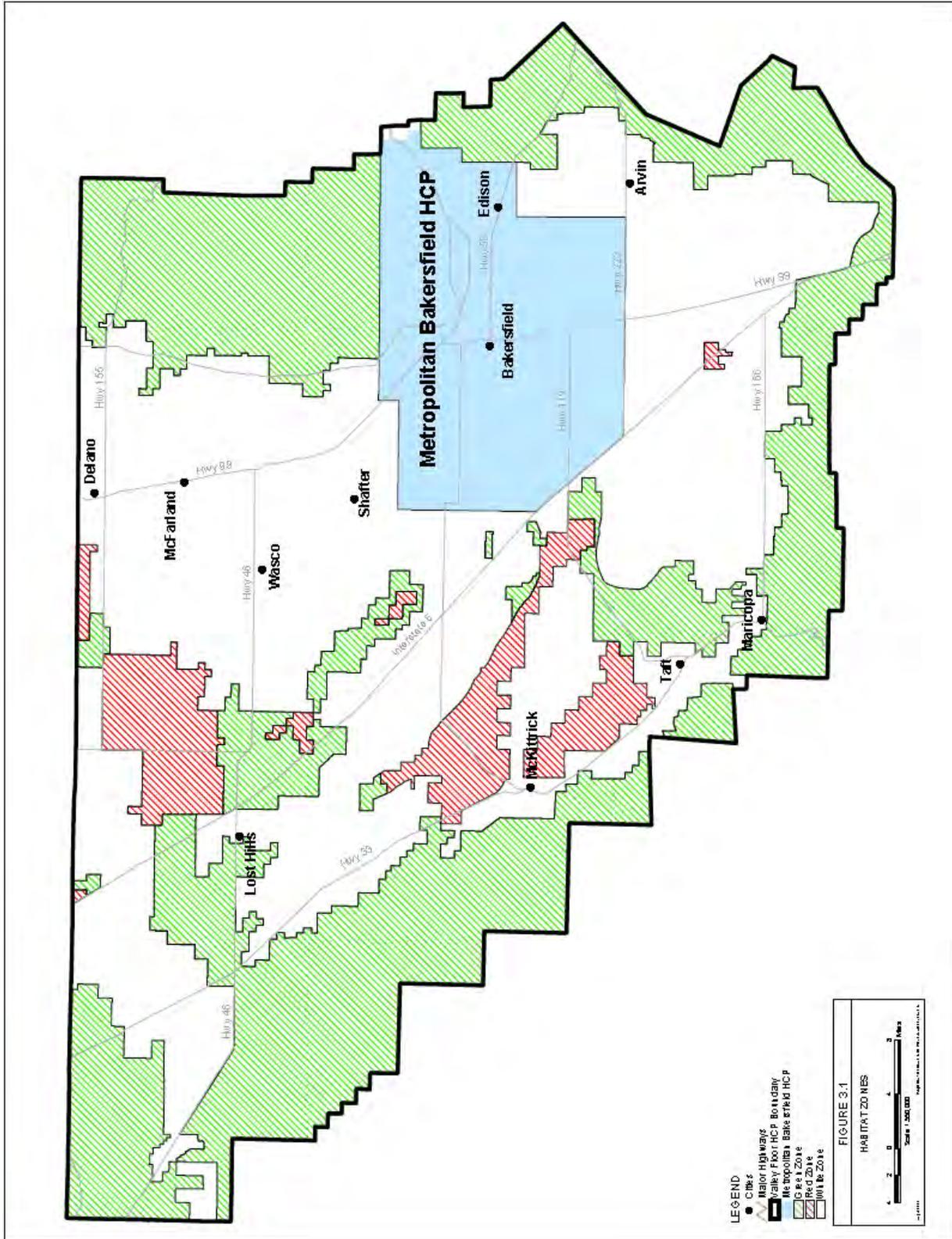
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The City of Wasco does not have adopted Habitat Conservation Plans (HCPs) as defined in the federal Endangered Species Act Section 10(a)(2)(A), or any Natural Community Conservation Plan. The proposed Plan would therefore not conflict with any provisions from local conservation plans protecting biological resources, since there are no existing local policies or ordinances governing biological resources apart from state and federal mandates.

The City of Wasco does fall under the jurisdiction of the Kern County Valley Floor Habitat Conservation Plan (VFHCP), as shown in Map 4.4-8. The City of Wasco does not fall within the areas which the VFHCP identifies for habitat conservation. The urbanized and intensive agricultural land use in Wasco and the City's SOI make it of limited importance to the VFHCP. While some natural lands may still exist in this area, their scattered and isolated distributions reduce their importance as potential habitat conservation sites.

Further, the proposed Plan includes the following policies and programs that would also protect special-status species from future development and provide a framework for developing regional open space networks.

Map 4.4-8 Kern County Valley Floor Habitat Conservation Zones



Applicable proposed Plan policies and actions that support the preservation of biological resources in Wasco:

***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.

**Applicable Regulations:**

Federal Endangered Species Act  
California Endangered Species Act  
California Fish and Game Code  
California Native Plant Protection Act

**Significance Before Mitigation:** Less than significant.



#### 4.4.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

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**BIO – 1** The proposed Plan would have **potentially significant** impacts either directly or through habitat modifications, on species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

---

**Mitigation Measure BIO-1a:**

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

**Mitigation Measure BIO-1b:**

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

**Significance After Mitigation:** Less-than-significant

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## 4.5. CULTURAL RESOURCES

Would the Proposed Plan:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. In combination with past, present, and reasonably foreseeable projects, would result in significant cumulative impacts with respect to cultural resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

This chapter examines the existing cultural resources in the City of Wasco in order to evaluate how they will be affected by the Plan. The evaluation assesses historically and



architectural significant resources, as well as, archaeological and paleontological resources.

## 4.5.1. ENVIRONMENTAL SETTING

### 4.5.1.1. REGULATORY FRAMEWORK

This section describes the Federal, State, and local regulations regarding cultural resources in the City of Wasco.

#### **Federal Regulations**

##### *Archaeological Resources Protection Act of 1979*

This act preserves and protects archaeological, historic and paleontological resources and requires the issuance of permits in order to excavate or remove any archaeological or paleontological resources from federal lands and tribal lands. Unauthorized activities are punishable by fine, imprisonment, or both.

##### *Historic Sites Act of 1935*

This act authorized the Historic American Buildings Survey and the Historic American Engineering Record and the National Survey of Historic Sites; authorized the establishment of national historic sites and designation of national historic landmarks; and authorized interagency, intergovernmental, and interdisciplinary efforts for the preservation of cultural resources.

##### *National Historic Preservation Act*

The National Historic Preservation Act of 1966 created a National Register of Historic Places (National Register) for the official designation of historic resources including districts, sites, buildings, structures, and objects of significance in American history, architecture, archeology, engineering and culture. To qualify for significance in the National Register, resources must possess integrity of location, design, setting, materials, workmanship, feeling and association, in addition to any of the following:

1. Be associated with events that made a significant contribution to the broad patterns of American history; or
2. Be associated with lives of significant persons in or past; or
3. Embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity; or
4. Have yielded or may yield, information important in history and prehistory.

Resources less than 50 years old are not considered eligible with the exception of those resources that have achieved significance of exceptional importance.

### *Native American Graves Protection and Repatriation Act of 1990*

Provides a process for museums and Federal agencies to return certain Native American cultural items -- human remains, funerary objects, sacred objects, or objects of cultural patrimony -- to lineal descendants, and culturally affiliated Indian tribes and Native Hawaiian organizations. NAGPRA includes provisions for unclaimed and culturally unidentifiable Native American cultural items, intentional and inadvertent discovery of Native American cultural items on Federal and tribal lands, and penalties for noncompliance and illegal trafficking. In addition, NAGPRA authorizes Federal grants to Indian tribes, Native Hawaiian organizations, and museums to assist with the documentation and repatriation of Native American cultural items, and establishes the Native American Graves Protection and Repatriation Review Committee to monitor the NAGPRA process and facilitate the resolution of disputes that may arise concerning repatriation under NAGPRA.

The principle steps of the NAGPRA repatriation process include --

1. Federal agencies and museums must identify cultural items in their collections that are subject to NAGPRA, and prepare inventories and summaries of the items.
2. Federal agencies and museums must consult with lineal descendants, Indian tribes, and Native Hawaiian organizations regarding the identification and cultural affiliation of the cultural items listed in their NAGPRA inventories and summaries.
3. Federal agencies and museums must send notices to lineal descendants, Indian tribes, and Native Hawaiian organizations describing cultural items and lineal descendancy or cultural affiliation, and stating that the cultural items may be repatriated. The law requires the Secretary of the Interior to publish these notices in the Federal Register.

## **State Regulations**

### *The California Environmental Quality Act (CEQA)*

CEQA Guidelines (2014) section 15064.5 requires local agencies to determine if a project may cause substantial adverse change in the significance of a historical resource.

CEQA considers impacts to historical resources as impacts to the environment. This is to protect historical resources from substantial adverse change through physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings. Adverse change to these resources could potentially impair the material significance. CEQA defines historical resources as meeting one of four requirements:

- 
1. If a resource is listed, or determined eligible for listing, in the California Register of Historical Resources.
  2. The resource is included in a local register of historical resources, as defined in section 5020.1 (k) of the Public Resources Code, or identified as significant in a historical resource survey meeting the requirements of section 5024.1 (g) of the Public Resources Code, unless a preponderance of evidence demonstrates it is not historically or culturally significant.
  3. The lead agency has determined that the resource is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, and may be considered a historical resource so long as the lead agency's determination is supported by substantial evidence in light of the whole record.
  4. If the lead agency determines the resource may be a historical resource as defined in Public Resources Code Sections 5020.1 (j) or 5024.1 and the resource is not listed or eligible for listing in the California Register of Historical Resources, not included in a local register (pursuant to section 5020.1 (k) of the Public Resources Code), or identified in a historical resources survey (meeting the criteria of section 5024.1 (g) of the Public Resources Code).

In addition, Public Resources Code Section 21083.2 and Section 15126.4 of the CEQA Guidelines (2014), state that the lead agency shall determine whether a project may have a significant impact on archaeological resources. If a project is determined to cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all resources to be preserved in place or left in an undisturbed state. Preservation in place is preferred to mitigation measures. Preservation in place maintains the relationship between artifacts and the archaeological context. The Public Resources Code provides required mitigation if unique archaeological resources are not preserved in place or not left in an undisturbed state.

Section 15064.5 of the CEQA Guidelines (2014) specifies procedures in the event of an accidental discovery of Native American human remains on non-federal land. These provisions protect such remains from disturbance, disinterment, and inadvertent destruction, outline procedures to be implemented if Native American remains are discovered, and establish the Native American Heritage Commission (NAHC) as the authority to identify the most likely descendant and mediate any disputes regarding disposition of such remains.

### *California Register of Historic Resources (California Register)*

Assembly Bill 2881 (Statutes of 1992, Chapter 1075) gives the State Historical Resources Commission authority to designate the California Register of Historic Resources as an authoritative guide in California. The guide is to be used by state and local agencies,

private groups, and citizens to identify historical resources for state and local planning purposes, determine eligibility for state historic preservation grant funding, and afford certain protections under CEQA. The program includes properties that have been listed, or formally determined eligible for listing, in the National Register, as State Historic Landmarks, or as Points of Historical Interest. A resource may be listed as a historical resource in the California Register if it meets any of the following National Register of Historic Places criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. It is associated with the lives of persons important in California's past.
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value.
4. It has yielded or is likely to yield information important in prehistory or history.

Additional resources may be eligible for the California Register, and require nomination and approval for listing by the State Historic Resources Commission. Resource contributing to the significance of a local historic district, individual historical resources, historical resources identified in historic surveys conducted in accordance with the State's Office of Historical Preservation (OHP) procedures, historic resources or districts designated under a local ordinance consistent with the procedures of the State Historic Resources Commission, and local landmarks or historic properties designated under local ordinance, have the potential for approval. Additionally, for a resource to be eligible for the California Register of Historic Resources, it must retain sufficient integrity to be recognizable as a historical resource and be able to convey its significance. If the historical resource is privately owned it may not be listed over the objection of the owner.

#### *2013 California Historical Building Code, California Code of Regulations, Title 24, Part 8*

The California Historical Building Code (CHBC), as stated in Sections 18950 to 18961 of Division 13, Part 2.7 of Health and Safety Code, and subject to the rules and regulations in 24 CCR Part 8, supplies regulations and standards for the rehabilitation, preservation, restoration, or relocation of historical buildings, structures, and properties. According to the CHBC, a qualified historical building or structure is any structure or collection of structures, and their associated sites deemed of importance to the history, architecture or culture of an area by an appropriate local or State governmental jurisdiction. This includes any structures in existing or future national, state, or local historical registers or official inventories, such as the National Register of Historic Places, State Historical Landmarks, State Points of Historical Interest, and city or county registers or inventories of historic or architecturally significant sites, places, historic districts, or landmarks.



### *Health and Safety Code Section 7052 and 7050.5*

Sections 7052 and 7050.5 of the Health and Safety Code outlines penalties associated with the intentional disturbance, mutilation, or removal of interred human remains. Health and Safety Code 7050.5 provides procedural guidelines for the discovery of human remains outside of a dedicated cemetery. The disinterment of remains known to be human and without the authority of law is a felony and intentional disturbance of remains is a misdemeanor.

### *California State Senate Bill 18*

Senate Bill (SB) 18 requires local governments to consult with Native American tribes to aid in the protection of traditional tribal cultural places through local land use planning. SB 18 provides California Native American tribes an opportunity to participate in local land use decisions of planning. The purpose of the bill is to protector mitigate impacts to cultural places with the intent of involving the tribes at early planning stages. This allows for consideration of cultural places in the context of broad local land use policy prior to an individual site-specific project where land use designations are made by the local government. This bill is meant to protect land with special religious or social significance to California Native American tribes.

### *Public Resources Code Section 5097*

Public Resources Code Section 5097 identifies the procedures to be followed in the event of the unexpected discovery of human remains on non-federal public lands. The character of Native American burials falls within the jurisdiction of the Native American Heritage Commission. The NAHC prohibits willfully damaging any historical, archaeological, or vertebrate paleontological site or feature on public lands.

## **Local Regulations**

There are no local regulations regarding cultural resources in the City of Wasco.

### **4.5.1.2. EXISTING CONDITIONS**

This section describes the existing cultural resources of the City of Wasco, including the history, paleontological resources and archaeological resources.

## **History**

The City of Wasco dates 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 the area. Agriculture has always been the City of Wasco's primary economic base. In 1916, long white potatoes were planted, and were destined to be the root of

Wasco's economy. Cotton was introduced in 1918. Wasco was incorporated in 1945, and the City has continued to grow around the prominence of the agriculture industry.

## **Paleontological Resources**

Paleontological resources are the remains of prehistoric plant and animal life. Paleontological resources do not include human remains or artifacts. Fossil remains such as bones, teeth, shells, and wood are found in geologic formations. Paleontological resources are limited, non-renewable, and sensitive scientific and educational resources. The potential for fossil remains at a location can be predicted based on whether or not previous fossil discoveries have been made in the vicinity, and the age of the geologic formations.

There is the potential to discover paleontological resources in the City of Wasco.

## **Archaeological Resources**

Prior to European settlement, the area was inhabited by various Native American tribes. This makes the area archaeologically sensitive. The Tejon Indian Tribe of California is a federally recognized tribe of Kitanemuk, Yokuts, and Chumash indigenous peoples. They are headquartered in Bakersfield, 25 miles south of Wasco.

## **Historical Resources**

### *Federal Designated Historic Resources*

The Wasco Union High School Auditorium is a federally recognized historic resource. The Wasco Union High School Auditorium, constructed in 1928 and completed in 1929, stands as the oldest remaining building on the campus of Wasco High. By its age and elegance, the auditorium is set apart from other buildings. Part of the initial campus, the auditorium and the supporting school buildings were designed by architect Ernest J. Kump Sr. of Fresno, California. The original campus constructed from 1916 to 1938, has almost entirely been replaced by buildings fabricated in the 1950's and 1960's. It remains as the only auditorium in the community today and has been in continuous use throughout the years, except while under renovation in 1979. There are no other Historical Resources within Wasco.

### *California Register of Historic Resources*

The Wasco Union High School Auditorium is recognized by the State of California as a historical resource.



## 4.5.2. STANDARDS OF SIGNIFICANCE

### 4.5.2.1. CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines (2014), the proposed Plan would have a significant effect on the environment with respect to cultural resources if it would:

1. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5;
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5;
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
4. Disturb any human remains, including those interred outside of formal cemeteries.

### 4.5.2.2. METHODOLOGY

The cultural resources impact assessment was based on a review of the National, California, and Local Historical Register, in addition to the applicable legislative code. The discussion follows, and is organized by the impact criteria laid out in Appendix G.

## 4.5.3. IMPACT DISCUSSION

This section discusses the Plan-specific and cumulative impacts related to cultural resources.

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**CULT-1** The proposed Plan is **not expected** to cause adverse change in significance of a historical resource as defined in Section 15064.5.

---

Implementation of the proposed Plan could have a significant environmental impact if it would cause substantial adverse change in the significance of a historical resource, which is any building, structure, feature object, or site of historic or cultural importance, as listed on National Register, California Register, or designated a historic resource by the City of Wasco. While the act of adopting the Plan would not directly result in impacts, it would allow development and redevelopment that could potentially impact historic resources through direct alteration, damage, or demolition of listed or registered historic structures or historic sites.

Several existing regulations will ensure that development and redevelopment activities allowed under the proposed Plan do not cause a substantial adverse change. As

described in Section 4.5.1.1, Regulatory Framework, Title 24, Part 8 of the California Code of Regulations ensures that historic buildings and structures are rehabilitated, preserved, restored, and relocated in an appropriate manner.

The Land Use and Community Development Elements of the proposed Plan provide many policies and actions in support of historic preservation:

### **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 11.2***

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.

### **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.

#### **Applicable Regulations:**

None

**Significance Before Mitigation:** No impact

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**CULT-2** The proposed Plan is **not expected** to cause adverse change in significance of an archeological resource as defined in Section 15064.5.

---

Construction activities associated with build out of the proposed Plan could cause a significant impact to archaeological resources in the plan area by potentially damaging or disturbing as yet undiscovered archaeological deposits through the placement of fill and soil compression. As such, the potential for encountering archeological resources is high in some sections of the plan area.

The Conservation, Open Space, and Recreation Element of the proposed Plan provides many policies and actions to reduce the damage to archaeological resources:

#### **COR Policy 1**

Provide adequate park facilities for all ages and needs.

#### ***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 1.5***

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 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.

**Applicable Regulations:**

California Public Resources Code Section 21083.2

**Significance Before Mitigation:** No impact

---

**CULT-3** The proposed Plan is **not expected** to directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature.

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There are no known unique paleontological resources, sites, or unique geological features.

**Applicable Regulations:**



None

**Significance Before Mitigation:** No impact

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**CULT-4** The proposed Plan is **not expected** to disturb any human remains, including those interred outside of formal burial cemeteries.

---

Considering the location of the City of Wasco, there is a possibility of coming across human remains when developing previously unoccupied areas. The City of Wasco was historically settled by Native Americans, so there is the possibility of finding Native American remains outside a traditional cemetery. The State of California has strict regulations if human remains were to be found.

**Applicable Regulations:**

SB 18

California Health and Safety Code Section 7052 and 7050.5

California Public Resources Code Section 5097 and 15064.5

**Significance Before Mitigation:** No impact

#### 4.5.3.1. CUMULATIVE IMPACTS

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**CULT-5** The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in **potentially significant** cumulative impacts with respect to cultural resources.

---

The proposed Plan is not expected to have any significant impacts to historical, archeological, or paleontological resources, nor is it expected to have any impact on human remains. However, if any were to be found on a project site in the proposed Plan, it would be both significant and unavoidable.

**Applicable Regulations:**

California Register of Historic Places

National Historical Register

**Significance Before Mitigation:** Less than Significant

;

#### 4.5.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

The following mitigation measures are intended to mitigate potentially significant impacts regarding cultural resources. Impacts may be both significant and unavoidable.

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**CULT-5** The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in **potentially significant** cumulative impacts with respect to cultural resources

---

**Mitigation CULT-5a:**

In the event that a historical, cultural, or paleontological resources are unearthed or otherwise discovered during a during construction related activities associate with the proposed General Plan, all work must be suspended until a qualified archeologist is consulted.

**Significance After Mitigation:** Less-than-Significant



## Cultural Resources References

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## 4.6. GEOLOGY & SOILS

Would the Proposed Plan:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic related ground failure, including liquefaction.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Result in substantial soil erosion or the loss of topsoil.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Promote land use changes that will be located on unstable soils or geologic units that will result in land sliding,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

lateral spreading, subsidence, liquefaction, or collapse.				
7. Create substantial risks to life or property by promoting land use changes that will be located on expansive soil, as defined in Table 18-1-b of the Uniform Building Code (1994).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Promote land-use changes and development on soils that are not capable of supporting sewer infrastructure.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## 4.6.1. ENVIRONMENTAL SETTING

### 4.6.1.1. REGULATORY FRAMEWORK

#### Federal Regulations

##### ***Soil and Water Resources Conservation Act***

The purpose of the Soil and Water Resources Conservation Act (RCA) of 1977 is to protect or restore the functions of the soil on a permanent sustainable basis. The RCA gives the Department of Agriculture the strategic assessment and planning authority to ensure that soil and water resource conservation programs are adequately managing current and future demands. The RCA also calls for a National Conservation Program to guide landowners and evaluate problems with current handling of national resources, examine alternatives, and cost benefit analysis of conservation practices.

#### State Regulations

##### ***Alquist-Priolo Earthquake Fault Zoning Act***

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 prevents the construction of buildings on active faults with buffer distances ranging from 50 feet to 1/4 mile. As a requirement, the State geologist must establish earthquake fault zones around active faults and identify these zones in maps.

### ***Assembly Bill 2140***

This bill requires counties to adopt Hazard Mitigation Plans (HMP) as a portion of the safety element of the General Plan. The plan requires earthquake performance evaluations for public facilities, inventories of potentially hazardous private facilities, and a plan to mitigate risk associated with floods, earthquakes, and other similar disasters

### ***California Building Code***

The California Building Code includes additional amendments to the Uniform Building Code addressing seismic safety necessary for California. Kern County has adopted the 2013 Edition of the California Building Code.

### ***Seismic Hazards Mapping Act***

The Seismic Hazards Mapping Act (SHMA) of 1990 provides seismic hazard mapping and technical advisory programs to assist cities and counties within California to fulfill their responsibilities for protecting the public from the effects of strong ground shaking, liquefaction, landslides, or other ground failure and other seismic hazards caused by earthquakes.

### ***Surface Mining and Reclamation Act of 1975 (SMARA)***

The SMARA regulates actions associated with mining operations, such as inspections, permits, and subsequent remediation actions. The Act requires a county-wide geology and mineral resource report to be prepared by the California Division of Mines and Geology (SMARA, 2013).

### ***Unreinforced Masonry Law (Public Resources Code 8875)***

Passed in 1986, this law requires jurisdictions located in the highest zone of seismicity, Zone 4, as identified in the Uniform Building Code to inventory their unreinforced masonry buildings and establish programs to reduce risk related to these buildings (Seismic Safety Commission). Wasco is located within a Zone 4 region.

## **Local Regulations**

### ***The Kern County Multi-Hazard Mitigation Plan***

The Kern County Multi-Hazard Mitigation Plan (MHMP) provides a risk assessment profile for seismic hazards in Section 4.2. The profile includes specific locations of risk, history of events, vulnerability assessments, and the mitigation capabilities of the County. The MHMP includes a Mitigation Action Plan, which identifies actions, and assigns responsibilities to agencies to reduce damage and loss to existing and future

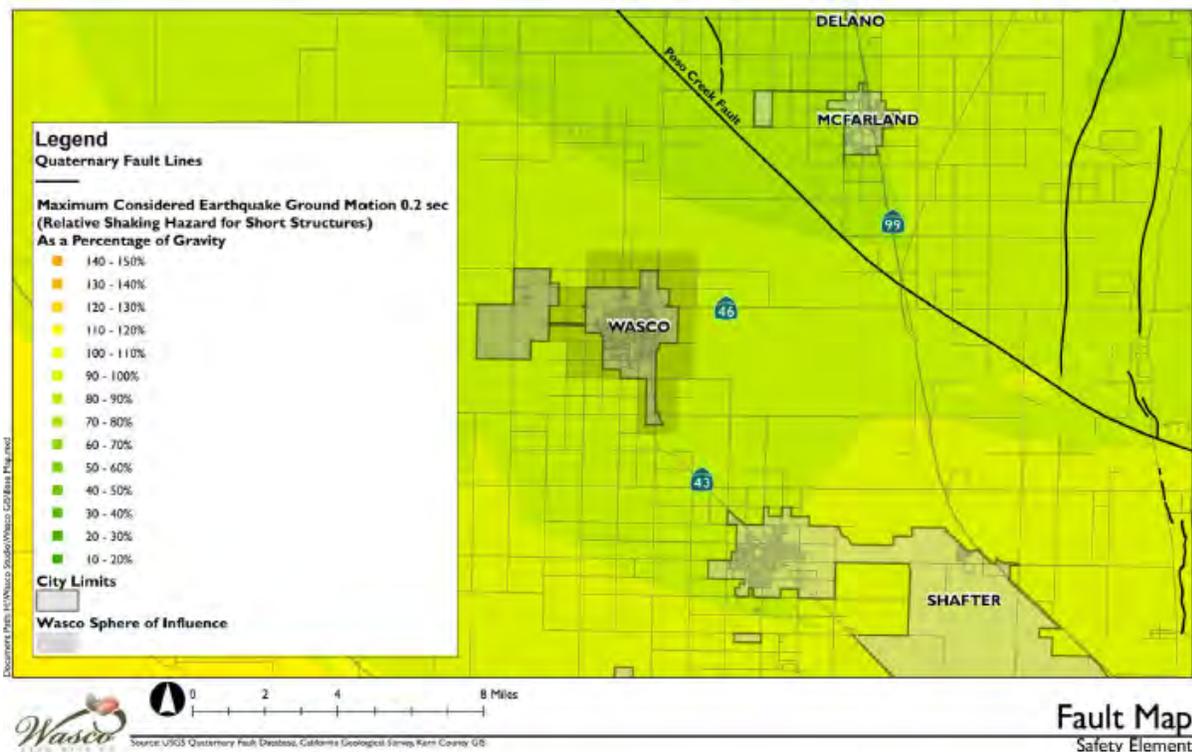
development in the event of a flooding event. All incorporated cities and incorporated lands in Kern County are party to the MHMP.

#### 4.6.1.2. EXISTING CONDITIONS

##### Seismic Hazards

The City of Wasco is located in a seismically active region. 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 effects of the seismic event 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. These faults are the White Wolf, San Andreas, Garlock, and the Pond-Poso Creek Fault.

**Map 4.6-1 Fault Map**



## Soils

Soil mapping indicates different soil types and characteristics that determine the compatible uses in a given area. The types of soils present in an area often determine what type of development can occur. The map below shows the primary soil type in Wasco and the immediately surrounding areas is Wasco Sandy Loam, covering the entire extent of the City (USDA, 1988). Soil types vary little in agricultural land in the immediate surrounding areas of the City. Other soils that cover small portions of land surrounding Wasco include Kimberlina Fine Sandy Loam, Panoche Clay Loam, and McFarland Loam. Map 8.3 shows the soil types in the City of Wasco. These soils are characterized as well-drained, with very little runoff (National Cooperative Soil Survey, 2003). The Farmland Classification of the soils in the City and immediately surrounding lands is "Prime Farmland if irrigated". "Prime Farmland" is defined as "land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber and oilseed crops and that is available for these uses" (USDA, 1988).

Agricultural operations account for much of Wasco's economy. Ensuring the continued viability of these soils is imperative to the continued agricultural-dominant economy that exists in Wasco. The soil table below shows the soil types within the City of Wasco and sphere of influence and the following map shows the distribution.

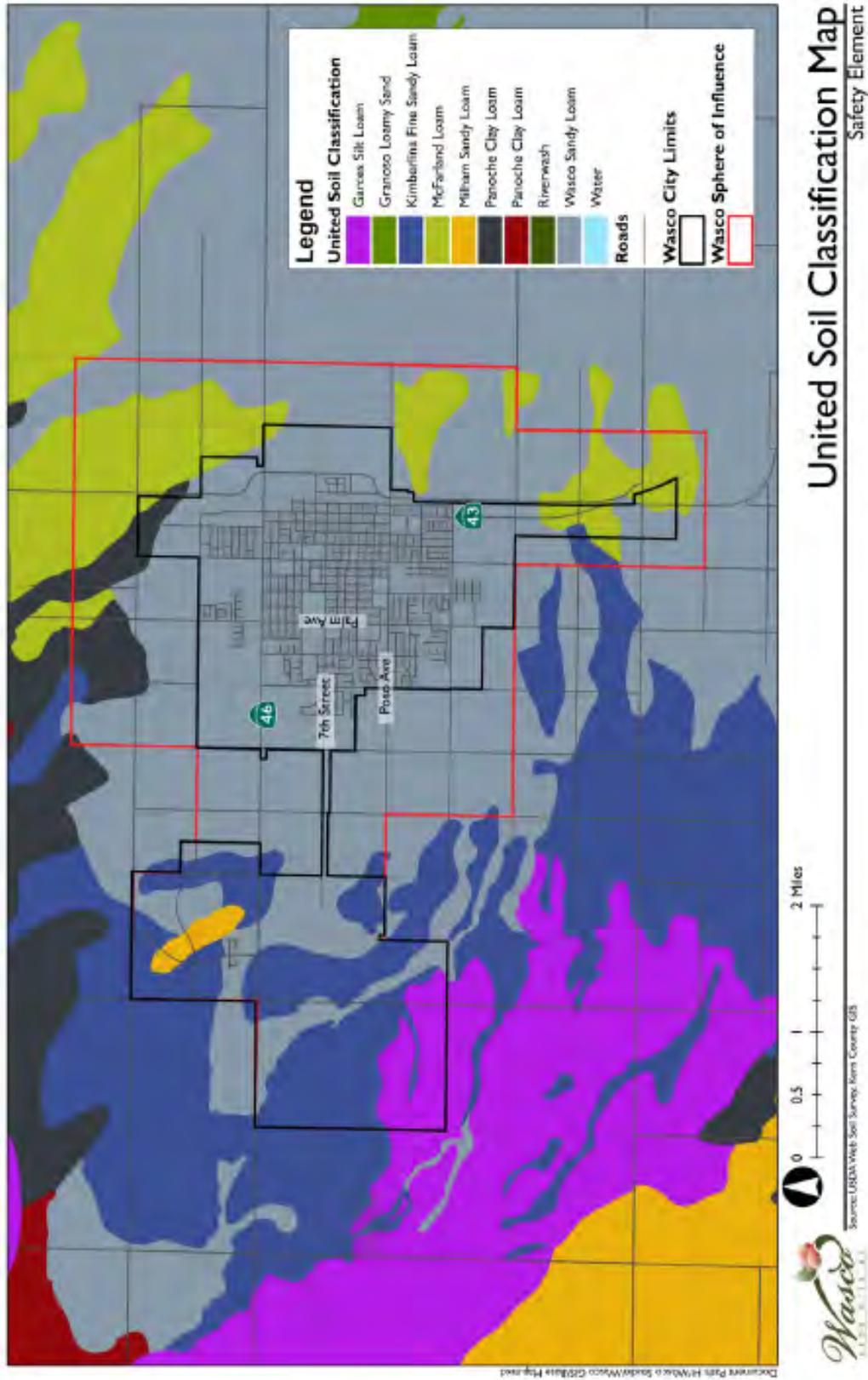
**Table 4.6-1 Soil Types of Wasco**

Soil Type:	Characteristics:
<b>Garces silt loam</b>	0 to 2 percent slope Well drained Medium or high runoff Uses: Reclaimed and used for irrigated agriculture
<b>Kimberlina fine sandy loam</b>	0 to 9 percent slope Well drained Negligible to medium runoff Uses: Growing irrigated field, forage, and row crops
<b>McFarland loam</b>	0 to 2 percent slope Well drained

Soil Type:	Characteristics:
	<p>Slow runoff</p> <p>Uses: Growing a wide range of irrigated fruits, vegetables, and general farm crops</p>
<b>Milham sandy loam</b>	<p>0 to 9 percent slope</p> <p>Well drained</p> <p>Low to high runoff</p> <p>Uses: Livestock grazing and for growing irrigated field, forage, and row crops</p>
<b>Panoche clay loam</b>	<p>0 to 15 percent slope</p> <p>Well drained</p> <p>Negligible to medium runoff</p> <p>Uses: Irrigated crops such as alfalfa, almonds, barley, cotton, sugar beets, and sorghum</p>
<b>Wasco sandy loam</b>	<p>0 to 5 percent slope</p> <p>Well drained</p> <p>Negligible or very low runoff</p> <p>Uses: Growing field, forage, and row crops</p>

Source: Natural Resources Conservation Service, Official Soil Survey Descriptions.

Map 4.6-2 United Soil Classification Map



## 4.6.2. STANDARDS OF SIGNIFICANCE

### SEISMIC-RELATED CEQA THRESHOLDS

Appendix G of the CEQA Guidelines (2014) provides standards of significance that relate to geology and soils. Seismic standards of significance seek to limit development in areas that have high threats of damage during seismic events.

The proposed Plan build-out would have a significant seismic-related impact if it would:

Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; (Refer to Division of Mines and Geology Special Publication 42)
- ii. Strong seismic ground shaking;
- iii. Seismic-related ground failure, including liquefaction; or
- iv. Landslides.

### SOIL-RELATED CEQA THRESHOLDS

Appendix G of the CEQA Guidelines (2014) provides standards of significance that relate to soils. Soil standards of significance seek to prevent erosion, structural damage from unsuitable soils, and prevent pollution from septic tanks.

The proposed Plan build-out would have significant soil-related impacts if it would:

- i. Result in substantial soil erosion or the loss of topsoil;
- ii. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landsliding, lateral spreading, subsidence, liquefaction, or collapse;
- iii. Be located on expansive soil, as defined in Table 18-1-b of the Uniform Building Code (1994), creating substantial risks to life or property; or
- iv. Have soils incapable of adequately supporting the CEQA Thresholds

#### 4.6.2.1. METHODOLOGY

Determination of potential impacts for the proposed Plan in Wasco on the geologic and soil based resources was based on review of the Plan, surveys, and reports. This includes data from the USDA Natural Resources Conservation Service, the California Geologic Survey, and the U.S. Geological Survey. Some of the areas which will potentially be

developed will require expert investigation by a geologist or engineer on a project level basis due to the seismic and soil characteristics of the region.

### 4.6.3. IMPACT DISCUSSION

This section discusses the Plan-specific and cumulative impacts with respect to geology and soils.

---

**GEO-1** The proposed Plan may expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, therefore the impact is **less-than-significant**.

---

Though being located in a seismically active region, no active or potentially active faults run directly through the city of Wasco or the Plan area. There is a designated Alquist-Priolo Special Studies Zone directly north of Wasco which is attributed to the Pond-Poso Fault. The Plan addresses seismic considerations in its goals, policies, and actions in the Safety Element.

#### **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.

#### **Applicable Regulations:**

Alquist-Priolo Earthquake Fault Zoning Act of 1972  
Kern County Multi-Hazard Mitigation Plan  
Seismic Hazards Mapping Act  
Unreinforced Building Standards Code  
Unreinforced Masonry Law (Public Resources Code 8875)

**Significance Before Mitigation:** Less-than-significant.

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**GEO-2** The proposed Plan may expose people or structures to **less-than-significant** adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.

---

Wasco is in a seismically active region but is not at risk for high magnitude earthquake destruction. The city is in the middle of San Joaquin Valley which experiences moderate to severe ground shaking. The USGS lists the Pond-Poso fault as capable of experiencing a magnitude 7 but it has not historically shown greater than a magnitude 4 in the Pond Alquist-Priolo Special Studies Zone. The Plan addresses seismic activity in the following policies and actions:

**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 Policy 2**

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

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

**Applicable Regulations:**

Alquist-Priolo Earthquake Fault Zoning Act of 1972  
 Kern County Multi-Hazard Mitigation Plan  
 Seismic Hazards Mapping Act  
 Unreinforced Building Standards Code  
 Unreinforced Masonry Law (Public Resources Code 8875)  
 California Building Code

**Significance Before Mitigation:** Less-than-significant.

---

**GEO-3** The proposed Plan might expose people or structures to **less-than-significant** adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.

---

Most cities in Kern County are susceptible to the adverse secondary effects of seismic activity resulting in ground failure which includes liquefaction, dynamic settlement, and shallow ground rupture. Wasco is particularly at risk of a type of ground failure known as seismic settlement due to ground subsidence in parks of the city due to petroleum and groundwater extraction in the region. While liquefaction is a concern, Wasco soils overall are well drained without an abundance of clay which does reduce the potential for hazards.



## **SA Policy 2**

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

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

## **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.

### **Applicable Regulations:**

Kern County Multi-Hazard Mitigation Plan

**Significance Before Mitigation:** Less-than-significant.

---

**GEO-4** The proposed Plan **will not** expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.

---

Landslide events are of added concern in seismically active areas with high changes in elevation or steep slopes. As it is in the middle of the San Joaquin Valley, Wasco is not in an area which is at a high risk for landslides due to the low levels of elevation change within the Plan area.

### **Applicable Regulations:**

Kern County Multi-Hazard Mitigation Plan

**Significance Before Mitigation:** Less-than-significant.

---

**GEO-5** The proposed Plan might result in **less-than-significant** soil erosion or the loss of topsoil.

---

Soils present in Wasco have a moderate level of erosion susceptibility. Soils are rated from 0.02 to 0.69 for erosion factor with the primary soils in Wasco falling into the 0.24 rating (Kimberlina, Wasco) and the 0.32 rating (McFarland, Panoche). Wasco sandy loam constitutes the vast majority of soil (United States Department of Agriculture Web Soil Survey, 2013). The Plan includes the following action which results in a less-than-significant impact.

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

**Applicable Regulations:**

Kern County Multi-Hazard Mitigation Plan

**Significance Before Mitigation:** Less-than-significant.

---

**GEO-6** The proposed Plan will **less-than-significantly** promote land-use changes that will be located on unstable soils or geologic units that will result in land sliding, lateral spreading, subsidence, liquefaction, or collapse.

---

Wasco's proximity to major faults creates the potential for sliding, lateral spreading, subsidence, liquefaction, and collapse. These risks vary within the city depending on terrain and soil composition and require site specific analysis. Policies and actions in the Safety Element of the proposed Plan, listed below, and existing California regulations, downgrade this impact to less-than-significant.

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

#### **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.

#### **Applicable Regulations:**

Alquist-Priolo Earthquake Fault Zoning Act of 1972  
Kern County Multi-Hazard Mitigation Plan  
Seismic Hazards Mapping Act  
Unreinforced Building Standards Code  
Unreinforced Masonry Law (Public Resources Code 8875)  
California Building Code

**Significance Before Mitigation:** Less-than-significant

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**GEO-7** The proposed plan may create **less-than-significant** risks to life or property by promoting land-use changes that will be located on expansive soil, as defined in Table 18-1-b of the Uniform Building Code (1994).

---

The majority of soils around Wasco are not clay based. Clay soils are more susceptible to expansion and subsequent hazards, due to the disparity between their wet and dry compositions. The most notable is the Panoche clay loam on the northeastern portion of Wasco's sphere of influence. While most of the soil types near proposed growth areas in Wasco are not expansive, they do exist. Despite the stringent building codes present in California in addition to the policies and programs within the proposed Plan, this impact is still considered potentially significant.

#### **SA Policy 2**

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

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

**Applicable Regulations:**

California Building Code

Kern County Multi-Hazard Mitigation Plan

**Significance Before Mitigation:** Less-than-significant.

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**GEO-8** The proposed plan **will not** promote land-use changes and development on soils that are not capable of supporting sewer infrastructure.

---

Wasco does not support significant levels of septic tank use and requires that developments have adequate sewer access. Wastewater in Wasco is sent to a wastewater treatment facility before it is used in irrigation, landscaping, and discharged for groundwater recharge. The Plan includes the following actions which address wastewater management:

**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.

**Applicable Regulations:**

Kern County Multi-Hazard Mitigation Plan

**Significance Before Mitigation:** Less-than-significant.

#### **4.6.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES**

Impacts to geology and soils require no mitigation.

## Geology & Soils References

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## 4.7. GREENHOUSE GAS EMISSIONS

Would the Proposed Plan:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 4.7.1. ENVIRONMENTAL SETTING

Greenhouse gases exist naturally in the earth’s atmosphere and contribute to the ‘greenhouse effect’, which maintains earth’s surface temperature at levels which can sustain human, animal, and plant life. Greenhouse gases are emitted from common human activities and increasing GHG emissions beyond their naturally occurring concentration has been identified by the United States Environmental Protection Agency (US EPA) as having negative impacts on human health and the environment.

According to appendix G of the CEQA guidelines (2014), GHGs include, but are not limited to: “carbon dioxide (CO<sub>2</sub>), methane, nitrous oxide, hydro-fluorocarbons, perfluorocarbons and sulfur-hexafluoride” (p. 397). These gases have varying potential to trap heat when released into the atmosphere. Therefore, a common measure of warming potential known as “Carbon Dioxide Equivalent” (CO<sub>2</sub>e) has been developed for use as a standard unit of global warming potential. Methane, for example, has a CO<sub>2</sub>e of 21, meaning that one molecule of methane has the same warming potential as 21 molecules of CO<sub>2</sub>, as shown in table 4.7-1 (IPCC, 2013). The US EPA describes GHGs as follows:

- **Carbon Dioxide (CO<sub>2</sub>):** Carbon dioxide enters the atmosphere through burning fossil fuels (coal, natural gas and oil), solid waste, trees and wood products, and because of certain chemical reactions (e.g., manufacture of cement). Carbon

dioxide is removed from the atmosphere (or "sequestered") when plants absorb it as part of the biological carbon cycle.

- **Methane (CH<sub>4</sub>):** Methane is emitted during the use, production, and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills.
- **Nitrous oxide (N<sub>2</sub>O):** Nitrous oxide is emitted during agricultural and industrial activities, as well as during combustion of fossil fuels and solid waste.
- **Fluorinated gases:** Hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride are synthetic and powerful GHGs that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for stratospheric ozone-depleting substances (e.g., chlorofluorocarbons, hydrochlorofluorocarbons, and halons). These gases are typically emitted in smaller quantities, but because they are potent greenhouse gases, they are sometimes referred to as High Global Warming Potential gases ("High GWP gases").

**Table 4.7-1 Greenhouse Gases**

Greenhouse Gas	Chemical Formula	Global Warming Potential
Carbon Dioxide	CO <sub>2</sub>	1
Methane	CH <sub>4</sub>	21
Nitrous Oxide	N <sub>2</sub> O	310
Hydrofluorocarbons	Various	43-11,700
Perfluorocarbons	Various	6,500-9,000
Sulfur Hexafluoride	SF <sub>6</sub>	23,900

Source: IPCC, 2013

### 4.7.1.1. REGULATORY FRAMEWORK

This section discusses state, federal, and local regulations and programs related to GHG emissions.

#### **Federal Regulations**

The United States has not yet agreed to any binding international GHG emission agreements, such as the Kyoto protocol. However, the US EPA has been given the authority to regulate GHG emissions and the federal government has issued executive orders to adopt climate action plans that are intended to reduce GHG emissions.

##### *Massachusetts V. EPA*

In *Massachusetts V. EPA* (2007), the U.S. Supreme Court ruled that GHGs are included in the Clean Air Act's definition of an air pollutant. In 2009, the EPA announced that after a thorough review, GHGs threaten the health and welfare of the American people (US EPA, 2009a).

##### *US EPA, Mandatory Reporting of Greenhouse Gases*

In 2009, the US EPA published a rule for the “mandatory reporting of GHGs from sources that emit 25,000 metric tons or more of carbon dioxide equivalent per year in the United States” (US EPA, 2009b).

##### *The President's Climate Action Plan*

The President's Climate Action Plan was issued in 2013 and includes actions to eliminate carbon pollution, prepare the United States for the impacts of climate change, and lead international efforts to combat global climate change and prepare for its impacts (EOP, 2013).

#### **State Regulations**

California has emerged as a national leader in the effort to reduce GHG emissions. Current state legislation that addresses climate change includes: Assembly Bill 32, Senate Bill 375, Executive Order S-03-05, and Senate Bill 97. In addition, the Office of Planning and Research (OPR) proposed amendments to the California Environmental Quality Act (CEQA) to provide guidelines for GHG inventories. A CEQA review is required for all general plans and general plan updates in order to disclose the potential impacts of plan proposals on city and community GHG emissions.

##### *Assembly Bill 4420 (AB 4420)*

AB 4420 directs the California Energy Commission (CEC) to prepare and maintain the State's inventory of GHG emissions. AB 4420 was adopted in 1988, and was the first time



greenhouse gases were inventoried and assessed in the State of California. The results from this assessment were reported in two documents: “The Impacts of Global Warming on California” and “Climate Change Potential Impacts and Policy Recommendations” (CEC, 2008).

#### *Assembly Bill 1493 (AB 1493), the Pavley Bill*

AB 1493 supersedes federal corporate average fuel economy standards for GHG emissions from motor vehicles. AB 1493 was adopted in 2002 and does not mandate any particular technology for meeting emissions standards.

#### *Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006*

According to The California Air Resources Board (CARB), “the California Global Warming Solutions Act of 2006 marked a watershed moment in California’s history. By requiring in law a sharp reduction of greenhouse gas (GHG) emissions, California set the stage for its transition to a sustainable, low-carbon future. AB 32 was the first program in the country to take a comprehensive, long-term approach to addressing climate change, and does so in a way that aims to improve the environment and natural resources while maintaining a robust economy” (2014). Under AB 32, CARB must establish state-wide GHG emissions targets, identify and adopt regulations for discrete early actions that could be enforceable, adopt a regulation that establishes market-based declining annual aggregate emissions limits, and appoint and convene an Environmental Justice Advisory Committee and an Economic and Technology Advancement Advisory Committee to provide recommendations for technologies, research, and GHG emission reduction measures (CARB, 2014).

#### *Executive Order S-03-05*

Executive Order S-3-05 was issued in June of 2005 by Governor Arnold Schwarzenegger and established GHG reduction targets for the State of California. The order called for reducing emissions to 1990 levels by 2020, and 80 percent below 1990 levels by 2050. In addition, the order authorized the production of statewide reports on GHG reduction and climate adaptation.

#### *Executive Order S-1-07, Low Carbon Fuel Standard*

Executive order S-1-07, signed by Governor Arnold Schwarzenegger in 2007, calls for a reduction of at least 10 percent in the carbon intensity of California’s transportation fuels by 2020. This executive order “instructed the Cal EPA to coordinate activities between the University of California, the California Energy Commission and other state agencies to develop and propose a draft compliance schedule to meet the 2020 target” (CARB, 2010).

### *Executive Order B-30-15*

Executive Order S-3-05 was issued in April of 2015 by Governor Brown. It established interim GHG reduction targets for the State of California. The order called for reducing emissions 40% below 1990 levels by 2030. This is an addition to AB32 which set forth 2020 and 2050 goals, and is meant to help ensure that California meets its 2050 targets (CARB, 2015b).

### *Renewable Energy Portfolio (Senate Bill 1078, SB 107, and SB 350)*

California's renewable energy portfolio was established in 2002 under SB 1078, accelerated in 2006 under SB 107, and expanded by SB 350. The RPS program requires investor-owned utilities (IOUs), electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33% of total procurement by 2020 and 50% by 2030 (CEC, 2015).

### *Senate Bill 375 (SB 375), the Sustainable Communities and Climate Protection Act of 2008*

According to AB 32, CARB must establish a framework to meet the goals established in AB 32. SB 375 is the implementation tool for AB 32, and establishes individualized GHG emissions targets for regional and metropolitan planning organizations (MPOs). CARB mandates MPOs to develop a Sustainable Communities Strategy (SCS), which details how the MPO will meet the emissions target established by CARB (CARB, 2015c).

### *Senate Bill 97*

Senate Bill 97 was enacted in 2007 and requires the Governor's Office of Planning and Research (OPR) and the California Resources Agency to certify and adopt amendments to the CEQA Guidelines, thereby providing regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents (OPR, 2011).

### *Senate Bill X1-2*

Senate Bill X1-2 was signed into law in 2011 and increases California's electricity utility Renewable Portfolio Standard (RPS) from 20% by 2010 to 33% by 2020, and extends the RPS to public utilities.

## **Local/Regional Regulations**

### *Kern Council of Governments 2014 Regional Transportation Plan/ Sustainable Communities Strategy*

The 2014 Regional Transportation Plan (RTP) sets forth regional transportation goals, policies, and actions for Kern County through the year 2030. In accordance with SB 375, the Plan includes a Sustainable Communities Strategy that reduces emissions from



passenger and light-duty trucks by 5% per capita by 2020 and 10% by 2035 (Kern COG, 2014).

### *Kern County Greenhouse Gas Inventory*

In 2012, Kern County conducted a greenhouse gas inventory to determine community-wide emissions in 2005 and a business-as-usual forecast from 2005-2020. The distribution of emissions and the BAU forecast will help the City of Wasco determine the General Plan's potential impacts on greenhouse gas emissions.

### *San Joaquin Valley Air Pollution Control District*

SJVAPCD adopted a Climate Change Action Plan (CCAP) in August 2008. While the plan does not have regulatory powers, it directs SJVAPCD to develop guidance to assist District staff, valley businesses, land-use agencies, and other permitting agencies in addressing GHG emissions as part of the CEQA process. The CCAP also directs District staff to investigate and develop a greenhouse gas banking program, enhance the existing emissions inventory process to include greenhouse gas emissions reporting consistent with new state requirements, and administer voluntary greenhouse gas emission reduction agreements. The CCAP Final Draft Staff Report concludes that while existing science is inadequate to support characterization of impacts that project specific GHG emissions have on global climatic change, the cumulative impact of all the projects is best addressed by requiring all projects subject to CEQA to reduce their GHG emissions through project design elements.

Since the adoption of the CCAP, SJVAPCD has published Best Performance Standards (BPS) for stationary sources and development projects, and guidance for valley land-use agencies in addressing GHG emissions for new projects under CEQA. However, the District has not published guidance related to large scale, long range planning projects such as General Plans.

## **4.7.1.2. EXISTING CONDITIONS**

This section discusses the existing conditions related to GHGs, including current statewide and local emissions estimates and forecasts.

### **California Emissions**

According to CARB (2015), "During the 2000 to 2013 period, per capita GHG emissions in California have continued to drop from a peak in 2001 of 14.0 tons per person to 12.0 tons per person in 2013; a 14% decrease. Overall trends in the inventory also demonstrate that the carbon intensity of California's economy (the amount of carbon pollution per million dollars of GDP) is declining; representing a 23% decline since the

2001 peak.” The transportation sector is the largest source of GHG emissions in the State, accounting for 37% of the total inventory. Emissions from the electric power sector accounted for slightly less than 20% of Statewide GHG, and this is expected to drop as the State moves toward more efficient technologies and meeting its Renewable Portfolio Standards (CARB, 2015a). There is no mention of how an expanded electric vehicle fleet is expected to affect emissions.

## **Human Influence on Climate**

According to the Intergovernmental Panel on Climate Change’s 2013 report, “warming of the climate system is unequivocal, and since the 1950’s, many of the observed changes are unprecedented over decades to millennia. The atmosphere and ocean have warmed, the amounts of snow and ice have diminished, sea level has risen, and the concentrations of greenhouse gases have increased” (p. 2, 2013). They also noted that “each of the last three decades has been successively warmer at the Earth’s surface than any preceding decade since 1850. In the Northern Hemisphere, 1983 to 2012 was likely the warmest 30 year period of the last 1400 years” (p. 3). The Summary for Policy Makers states “Human influence on the climate system is clear. This is evident from the increasing greenhouse gas concentrations in the atmosphere, positive radiative forcing, observed warming, and understanding of the climate system” (p.15).

## **Potential Climate Change Impacts in California**

According to the third assessment from the California Climate Change Center (2012), “a statewide average temperature increased by about 1.7 degrees Fahrenheit from 1895 to 2011, and warming has been the greatest in the Sierra Nevada”. The assessment found that a larger proportion of precipitation is falling as rain instead of snow. Warmer temperatures have combined with long dry spells and contributed to more extreme wildfires. The assessment used “scaled down” global climate models to make predictions about future climate in California. They found that “by 2050, California is projected to warm by approximately 2.7 Degrees Fahrenheit above 2000 averages, a threefold increase in the rate of warming over the last century,” and by 2100, “average temperatures could increase by 4.1 to 8.6 degrees Fahrenheit, depending on emission levels.”

## **Potential Climate Change Impacts in Wasco**

Increasing temperatures from climate change may have many impacts on Wasco, including an intensification of heat waves, impacts on agriculture and changes in precipitation. According to the California Energy Commission (2015), Wasco has a historical average temperature of 64.3 degrees Fahrenheit. Average temperatures are projected to increase by 3.5 degrees Fahrenheit by the year 2100 under a low-emissions

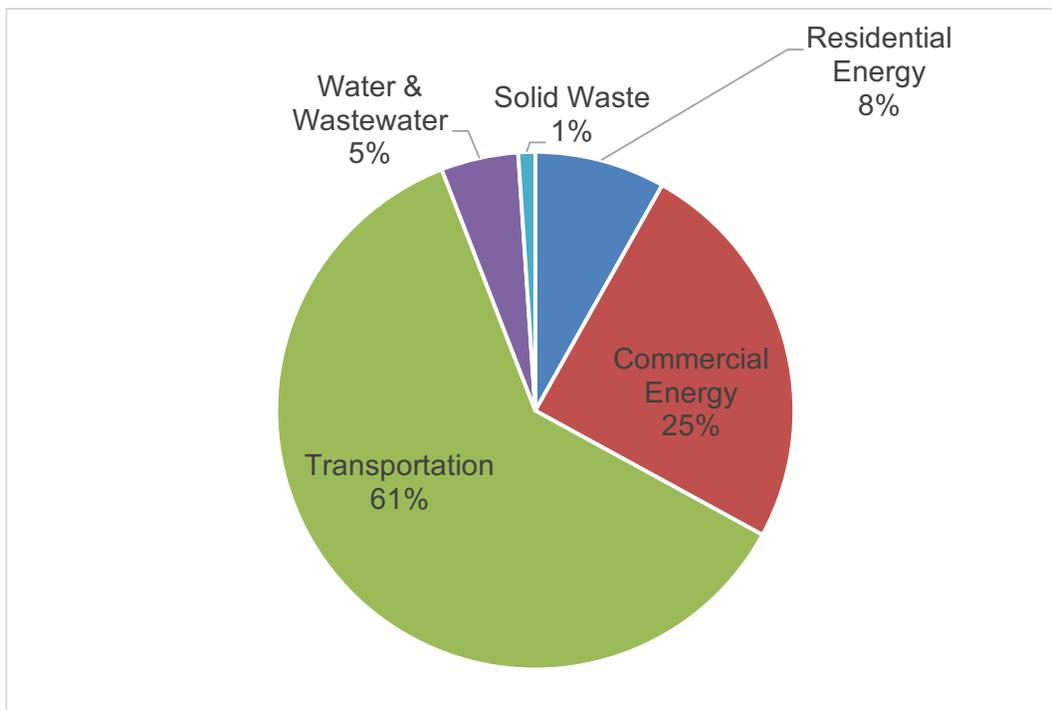
scenario, and by 6.2 degrees Fahrenheit under a high emissions scenario (CEC, 2015). The actual increase may be higher or lower depending on actual future GHG emissions.

## Greenhouse Gas Inventory

An emissions inventory for the City of Wasco was conducted for the year 2014, based on existing land uses. This inventory, shown in Table 4.7.2, was conducted using the International Council for Local Environmental Initiatives (ICLEI) US Community protocol, which is a national standard that establishes requirements and best practices for community GHG inventories. The 2014 inventory covered emissions of the five major global warming causing gasses from the following sources:

- **Transportation:** Emissions from vehicle trips beginning and ending in Wasco.
- **Residential and Commercial Energy Use:** Emissions generated from purchased electricity or natural gas used within the City.
- **Solid Waste:** Direct and indirect emissions generated from the collection and disposal of solid waste.
- **Water & Wastewater:** Emissions from electricity used to supply, treat, and distribute water and wastewater in the City.

**Figure 4.7-1 2014 Wasco Community-wide Emissions (CO<sub>2</sub> Equivalent or CO<sub>2</sub>e)**



**Table 4.7-2 2014 Wasco Community-wide GHG Inventory in Metric Tons (MT)**

Sector	CO2 (MT)	CH4 (MT)	N2O (MT)	CO2e (MT)
Residential Energy <sup>1</sup>	17,512.92	1.48	0.18	17,600
Commercial Energy <sup>2</sup>	53,444.90	4.99	0.14	53,594
Transportation <sup>3</sup>	132,320.39	6.54	4.67	132,055
Water & Wastewater <sup>4</sup>	646.50	372.30	0.01	10,427
Solid Waste <sup>5</sup>	213.26	98.70	-	2,286
All Sectors	204,137.97	484.02	5.01	215,962

## 4.7.2. STANDARDS OF SIGNIFICANCE

### 4.7.2.1. CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines (2014), the proposed plan would have a significant effect on the environment with respect to GHG emissions if it would:

1. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

### 4.7.2.2. METHODOLOGY

While there is no official state guidance available for determining the thresholds of significance for greenhouse gas emissions impacts, the California Governor's Office of

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1 Residential energy data provided by PG&E and SoCal Gas

2 Commercial energy data provided by PG&E and SoCal Gas

3 Transportation data provided by the Wasco Planning Department and Kern Council of Governments

4 Water & wastewater data provided by the Wasco Planning Department and PG&E

5 Solid Waste data provided by the Wasco Planning Department and PG&E



Planning and Research (OPR) suggests that public agencies consider the following when determining significance of a proposed project on greenhouse gas emissions and the environment.

1. **Identify GHG Emissions.** Lead agencies should make a good-faith effort, based on available information, to calculate, model, or estimate the amount of CO<sub>2</sub> and other GHG emissions from a project, including the emissions associated with vehicular traffic, energy consumption, water usage, and construction activities.
2. **Determine Significance.** When assessing a project's GHG emissions, lead agencies must describe the existing environmental conditions or setting without the project, which normally constitutes the baseline physical conditions for determining whether a project's impacts are significant. (OPR notes that the potential effects may not be individually significant, therefore it is required to include a consideration of cumulative impacts. Any dismissal of significance must be fully documented and supported). An impact is significant if it conflicts with any local, regional, state, or federal policies regarding greenhouse gas emissions.

### 4.7.3. IMPACT DISCUSSION

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**GHG-1** Build-out of the General Plan **will not** generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment

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There is no local, regional, state, or federal policy that determines whether a certain level of GHG emissions is significant. However, if per capita emissions increase with the build-out of the General Plan, this will be considered a significant impact on the environment. Although activities associated with the build-out of the General Plan will increase total GHG emissions, per capita emissions will decrease from the 2014 levels by the build-out year of 2040 (see Table 4.7.3). The decrease is due to increasing fuel efficiency, and renewable portfolio standards, and Wasco's compact development, per capita emissions will decrease from the 2014 levels by the build-out year of 2040. Therefore, this impact is less-than-significant.

**Table 4.7-3 2014 Wasco Community-wide GHG Forecast in Metric Tons (MT)**

Sector	2014 Inventory (Baseline MTCO2E)	2020 Preferred Scenario (MTCO2E)	2035 Preferred Scenario (MTCO2E)	2040 Preferred Scenario (MTCO2E)
<b>Residential Energy</b>	19,841.14	20,504.00	24,951.00	27,375.00
<b>Commercial Energy</b>	51,500.14	58,857.00	84,592.00	96,006.00
<b>Transportation &amp; Mobile Sources</b>	133,875.39	136,650.36	150,164.61	165,639.10
<b>Water &amp; Wastewater</b>	8,469.10	12,000.00	17,422.00	19,809.00
<b>Solid Waste</b>	2,286.00	1,907.00	1,251.00	1,117.00
<b>Total Community Emissions</b>	215,971.77	229,918.36	278,380.61	309,946.10
<b>Population<sup>6</sup></b>	21,035	25,932	37,332	42,232
<b>MTCO2E/Capita</b>	10.27	8.86	7.45	7.34

The following General Plan policies and actions will help mitigate future GHG emissions:

***LU Action 4.1***

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.

***LU Action 4.2***

Adopt green building guidelines in the Zoning Code.

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<sup>6</sup> Population projections from Kern Council of Governments 2014 Regional Transportation Plan, minus the prison population of 5,268. Wasco is not responsible for emissions generated by the prison, as it is operated by the State



## **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 already served by utilities

## **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.

## **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.

**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 (86' – 104' 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 86' right-of-way, up to a four-lane divided roadway with a painted median and a 104' 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.

Local Streets (54' to 62' 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 54' to 62' 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 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

**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.

**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.

**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 3.4**

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

**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.

#### **Applicable Regulations:**

Clean Energy and Pollution Reduction Act (SB 350)

Sustainable Communities Act (SB 375)

**Significance before Mitigation:** Less-than-significant

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**GHG-2** Build-out of the General Plan **will not** conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

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#### *San Joaquin Valley Air Pollution Control District Climate Change Action Plan (CCAP)/AB 32*

Within the San Joaquin Valley Air Pollution Control District's CCAP (in compliance with AB 32), the agency recommends a per capita emissions threshold for projects undergoing CEQA review (SJVAPCD, 2009). There is no adopted or recommended threshold of significance specifically for General Plan updates. Since all subsequent projects of the General Plan will have to undergo CEQA review and mitigation, the General Plan will not conflict with the CCAP, and therefore it also does not conflict with AB 32.

#### *Kern Council of Governments Regional Transportation Plan/SB 375*

In 2014, the Kern Council of Governments (KCOG) adopted its Regional Transportation Plan/Sustainable Communities Strategy to comply with the Sustainable Communities and Climate Protection Act of 2008 (SB 375). Within the plan, KCOG sets per capita targets for emissions generated from passenger vehicles. Table 4.7.4 compares the projected transportation emissions per capita with the SB 375 targets. Transportation emissions per capita will not exceed the targets set by the RTP and will therefore comply with SB 375.

**Table 4.7-4 2014 Wasco Transportation Emissions and SB 375 Targets**

Sector	2014 Inventory (Baseline MTCO <sub>2</sub> E)	2020 Preferred Scenario (MTCO <sub>2</sub> E)	2035 Preferred Scenario (MTCO <sub>2</sub> E)	2040 Preferred Scenario (MTCO <sub>2</sub> E)
<b>Transportation MTCO<sub>2</sub>E/Capita</b>	6.36	5.26	4.02	3.92
<b>SB 375 Per Capita Target (MTCO<sub>2</sub>E/Population)</b>	--	14.35	13.92	13.9
<b>Exceeds Threshold</b>	N/A	NO	NO	NO

See GHG-1 for applicable General Plan policies and actions.

**Applicable Regulations:**

Global Warming Solutions Act (AB 32)

Sustainable Communities and Climate Protection Act (SB 375)

**Significance before Mitigation:** Less-than-significant

#### 4.7.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

Greenhouse gas emissions require no mitigation.



## Greenhouse Gas Emissions

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## 4.8. HAZARDS & HAZARDOUS MATERIALS

Would the Proposed Plan:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Emit hazardous emission or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

6. Be located within the vicinity of a private airstrip?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Impair the implementation or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Expose people of structures to a significant loss, injury or death involving wildland fires, included where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 4.8.1. ENVIRONMENTAL SETTING

This section addresses the potential impacts of the proposed Plan on hazards and hazardous materials, and includes a discussion of State, federal, regional, and local policies regarding hazards and hazardous materials in and around the City of Wasco. Emergency response plans concerning wildfire are discussed in this section, while fire protection services are discussed in Section 4.14, Public Services.

The proposed Plan may lead to changes in land use or human activities that could potentially cause a significant increase in hazards and hazardous materials. The purpose of this analysis is to identify the potential impacts that the proposed Plan may have on hazards and hazardous materials, in addition to determining if they should be considered significant impacts on the environment.

##### 4.8.1.1. REGULATORY FRAMEWORK

This section discusses federal, state, and local regulations and programs related to Hazards and Hazardous Materials.

#### Federal Regulations

##### *Environmental Protection Agency (EPA)*

The United States Environmental Protection Agency provides regulations for handling, disposal, and transport of hazardous materials. The laws provided by the EPA are enforced in Kern County to ensure safety. EPA delegates authority to local agencies. Refer to the local regulation of this chapter for more information.

### ***Federal Emergency Management Agency (FEMA)***

Although FEMA is a subordinate agency under the United States Department of Homeland Security, it has been tasked with assisting in disaster relief of various sorts. FEMA assists with disaster relief and administers the Flood Insurance Map Act of 1968. FEMA created the National Flood Insurance Program in 1968, which established the use of flood zones known as Special Flood Hazard Areas. These flood hazard zones, published in Flood Insurance Rate Maps by FEMA, restrict development in areas with a 1 percent or greater chance of annual flooding, otherwise known as the 100-year flood plain.

### ***U.S. Department of Transportation (DOT) & Federal Aviation Administration (FAA)***

The transportation of chemicals and hazardous materials is regulated by the United States Department of Transportation (DOT), which dictates the types of containers, labeling, and other measures to be used in the transport of such material on interstate highways. The Federal Aviation Administration (FAA) is an operating group within the DOT, and is specifically concerned with hazards to aviation. Federal Aviation Regulations (FAR) Part 77 addresses obstructions to navigable airspace. Ensuring compatible land uses with airports is a large role of the FAA. The City of Wasco does not have a municipal airport.

### ***Occupational Safety and Health Administration (OSHA)***

The Occupational Safety and Health Administration (OSHA) oversees administration of the Occupational Safety and Health Act, which requires specialized training for hazardous materials handlers, disclosure of information to employees who may be exposed to hazardous materials, and acquisition of material safety data sheets (MSDS) from materials producers. Material safety data sheets describe the risks, appropriate handling, and procedures related to particular hazardous materials. Employee training must include response and remediation procedures for hazardous materials accidents in Wasco.

### ***Hazardous Materials Transportation Act of 1975***

The Federal Hazardous Materials Transportation Act (49 USC Section 1801 et seq.) ensures the safe transport of hazardous materials via water, rail, highway, air, or pipeline. Subtitle C addresses hazardous waste generation, storage, treatment, and disposal.



Subtitle I requires monitoring and containment systems for underground storage tanks that hold hazardous materials.

### ***The Hazardous Materials Transportation Uniform Safety Act***

Congress enacted the Hazardous Materials Transportation Uniform Safety Act (HMTUSA) in 1990 to condense conflicting state, local, and federal regulations. Like the Hazardous Materials Transportation Act, the HMTUSA requires the Secretary of Transportation to promulgate regulations for the safe transport of hazardous material in intrastate, interstate, and foreign commerce. The Secretary also retains authority to designate materials as hazardous when they pose unreasonable risks to health, safety, or property. The statute includes provisions to encourage uniformity among different state and local highway routing regulations, to develop criteria for the issuance of federal permits to motor carriers of hazardous materials, and to regulate the transport of radioactive materials.

### ***Resources Conservations and Recovery Act***

The Resources Conservation and Recovery Act (1976) can be understood as a ‘cradle-to-grave’ regulation on hazardous materials and substances. Administered by the U.S. EPA, the act establishes a federal regulatory program, which regulates the creation, storage, use, transport, and disposal of hazardous materials.

### ***The Federal Emergency Planning and Community Right to Know Act of 1986***

This act requires agencies and facilities to provide public notification of all known hazardous materials on-site and to notify the public of any accidental releases of hazardous materials.

## **The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)**

CERCLA, better known as Superfund, was enacted in 1980. Using funds generated from a tax on the chemical and petroleum industries, the U.S. EPA identified contaminated sites for cleanup. The act also provides the federal government with the authority to respond to emergencies without prior notification of entering a site. CERCLA established requirements related to cleaning up abandoned and uncontrolled hazardous waste sites, which include identifying a responsible party to fund the cleanup. The EPA identifies potential cleanup sites on the National Priorities List (NPL).

## **State Regulations**

### ***California Environmental Protection Agency (CalEPA)***

CalEPA is one of the primary agencies that regulates hazardous materials in California, and is authorized by the US EPA to enforce and implement federal hazardous materials laws and regulations. CalEPA has several departments with oversight of environmental protection. The Department of Toxic Substance Control (DTSC), a division of the CalEPA, protects California and Californians from exposure to hazardous waste, primarily under the authority of the federal Resource Conservation Recovery Act (RCRA) of 1976 and the California Health and Safety Code. DTSC requirements include the need for written programs and response plans, such as Hazardous Materials Business Plans (HMBPs).

DTSC programs address: the aftermath clean-ups of improper hazardous waste management; evaluation of samples taken from sites; enforcement of regulations regarding use, storage, and disposal of hazardous materials; and encouragement of pollution prevention. In addition, DTSC's School Property Evaluation and Cleanup Division is responsible for assessing, investigating, and cleaning up proposed school sites. The Division's goal is to ensure that proposed school properties are free of contamination or that they have been cleaned to a level that protects the students and staff who will occupy the new school. School sites that will receive State funding for acquisition or construction are required to go through an environmental review and cleanup process under DTSC's oversight.

The Department of Pesticide Regulation is a division of CalEPA, which regulates all aspects of pesticide sales and use to protect public health and the environment. The Integrated Waste Management Board is a division of the CalEPA providing oversight regarding the potential for hazardous materials in the solid waste stream. The California Office of Environmental Health Hazard Assessment (OEHHA) is a division of the CalEPA, which provides objective scientific evaluation of risks to public health and the environment posed by hazardous substances.

### ***California Office of Emergency Services (Cal OES)***

The California Department of Emergency Services implements hazardous materials notification programs and provides emergency response services to hazardous materials accidents in cooperation with local emergency response providers.

### ***California Division of Occupational Safety and Health (Cal OSHA)***

Cal OSHA is the responsible state-level agency for ensuring workplace safety. Cal OSHA assumes primary responsibility for the adoption and enforcement of standards regarding workplace safety and safety practices. In the event that a site is contaminated, a Site Safety Plan must be crafted and implemented to protect the safety of workers. Site Safety Plans establish policies, practices, and procedures to prevent the exposure of workers and members of the public to hazardous materials originating from the contaminated site



or building. The State Division of Occupational Safety and Health (DOSH) regulates hazardous materials in the workplace pursuant to OSHA.

### ***California Building Code (2013)***

The state of California provides minimum standards for building design through the 2014 California Building Code (CBC), which is located in Part 2 of Title 24 of the California Code of Regulations (CCR). The 2013 CBC is based on the 1997 Uniform Building Code, but has been modified for California conditions. It is generally adopted on a jurisdiction basis, subject to further modification based on local conditions. Commercial and residential buildings are plan-checked by local city and county building officials for compliance with the CBC. Typical fire safety requirements of the CBC include: the installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildlife hazard areas.

The state of California Building Code (CBC) also contains requirements for constructing structures in flood hazard zones. These requirements are consistent with FEMA requirements for non-residential development in a 100-year flood plain. California Public Resources

Code Enacted in 1985, sections 4201-4204 of the California Public Resource Code require The California Department of Forestry and Fire Protection (CAL FIRE) to classify all State Responsibility Area lands into fire hazard severity zones. This attempts to slow the rate at which wildfire spreads and helps to reduce potentially intense wildfires that could destroy resources, life, and property.

### ***California Health and Safety Code, Section 13000 et seq.***

State fire regulations set forth in Section 13000 et seq. of the California Health and Safety Code, include regulations for building standards (as also set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

### ***California Department of Forestry and Fire Protection (CAL FIRE)***

The California Department of Forestry and Fire Protection has mapped fire hazard potential throughout the state, ranking fire threat based on the presence of flammable material and the probability of an area burning. CAL FIRE has designated four categories of fire hazard potential: no fire threat, moderate, high, and very high fire threat. CAL FIRE's 2012 Strategic Plan contains goals, objectives, and policies to prepare for and

mitigate the effects of fire on California’s natural and built environments (CAL FIRE, 2012).

### ***Strategic Fire Plan for California (2010)***

This document, produced by the State Board of Forestry and Fire Protection and the California Department of Forestry and Fire Protection, provides an overview of fire risk and state activities to reduce risk. The plan discusses statewide fire safe regulations including road and signage standards, minimum water supply reserves for emergency fire use, and requirements for fuel breaks.

### ***Bates Bill (Government Code § 51175)***

This statute requires the CAL FIRE director to evaluate fire hazard severities in Local Responsibility Areas (LRAs) and make recommendations to local jurisdictions based on High Fire Hazard Severity Zone locations. LRAs include incorporated cities, cultivated agriculture lands, and some desert lands that receive fire protection from city fire departments, fire protection districts, counties, or by CAL FIRE under contract to local governments. The fire hazard severity zone designations have not yet been completed for the City of Wasco. California Fire Code, Title 21, Part 9

Fire Code contains regulations regarding many aspects of wildfire and urban fire safety. This code specifies roadways and driveway design, access, building identification, water, and vegetation modification standards as well as defensible space requirements.

### ***California Fire Code, Title 24, Part 9, California Code of Regulations***

The California Fire Code is Part 9 of the California Code of Regulations, Title 24, also referred to as the California Building Standards Code. The California Fire Code incorporates the Uniform Fire Code with necessary California amendments. This Code prescribes regulations consistent with nationally recognized good practice for the safeguarding to a reasonable degree of life and property from the hazards of fire explosion, and dangerous conditions arising from the storage, handling and use of hazardous materials and devices, and from conditions hazardous to life or property in the use or occupancy of buildings or premises and provisions to assist emergency response personnel.

### ***California Emergency Management Agency (CAL EMA)***

The California Emergency Management Agency (CAL EMA) was established as part of the Governor’s Office on January 1, 2009. It was created by Assembly Bill 38, which merged the duties, powers, purposes, and responsibilities of the former Governor’s Office of Emergency Services with those of the Governor’s Office of Homeland Security. Cal EMA is responsible for the coordination of overall state agency response to major



disasters in support of local government. The agency is responsible for assuring the state's readiness to respond to and recover from all hazards, whether natural or man-made.

### ***The California Department of Transportation***

The California Department of Transportation (Caltrans) manages more than 50,000 miles of California's highway and freeway lanes, provides intercity rail services, permits more than 400 public-use airports and special-use hospital heliports, and works with local agencies on transportation related planning.

Caltrans is also the first responder for hazardous material spills and releases that occur on those highway and freeway lanes and inter-city rail services. The California Highway Patrol, along with Caltrans, enforces and monitors hazardous materials and waste transportation laws and regulations provided by the U.S. Department of Transportation.

### ***State Water Resources Control Board***

The Kern County Water District coordinates its programs with the State Water Resources Control Board, neighboring jurisdictions, and state and federal agencies such as the Central Coast Regional Water Quality Control Board. The Watershed Protection District, a subordinate department, conducts management planning with regards to groundwater.

### ***California Flood Legislation 2007***

In 2007, the State of California passed five acts pertaining to flood hazards and planning in the Central Valley. These acts include Senate Bills 5 and 17, and Assembly Bills 5, 70, and 156. Additionally, Assembly Bill 162 was signed separately and outlines additional regulations related to the consideration of flooding in local land use planning in the State. The legislation directs the California Department of Water Resources and the Central Valley Flood Protection Board and the preparation and adoptions of the Central Valley Flood Protection Plan.

### ***California Public Utilities Code Section 21670***

The California Public Utilities Code Section 21670 requires county boards of supervisors to establish an Airport Land Use Commission (ALUC) in each county with an operating public airport. The County Board of Supervisors assigns ALUC responsibilities, duties, and powers to an appropriate body of supervisors. There is an airport in Wasco, the "Kern-Wasco Airport". The Kern County Department of Airports has been designated by the County Board of Supervisors to act as the ALUC.

### ***California Public Utilities Code Section 21675***

The California Public Utilities Code Section 21675 requires the Airport Land Use Commission (ALUC) to create a land use plan for the area surrounding its public airports that comply with the Federal Aviation Administration rules and regulations. Section 21675 also provides the necessary components of an Airport Land Use Compatibility Plan (ALUCP). The City of Wasco has created an airport land use map.

### ***The California Aviation System Plan (CASP)***

CASP was established to ensure that the state has an adequate and efficient system of airports to serve aviation needs of California. The CASP defines the roles of each airport in the State's aviation system and establishes funding needs. Under the CASP, the Wasco Airport is classified as a community airport. CASP defines community airports as "located near small communities or in remote locations; serve, but are not limited to, recreation flying, training, and local emergencies; accommodate predominately single-engine aircraft under 12,500 pounds; (and) provide basic or limited services for pilots or aircraft." The Wasco Airport does not have an assigned subcategory by the CASP.

### ***The Standardized Emergency Management System (SEMS)***

The Standardized Emergency Management System (SEMS) as an extension of the National Incident Management System (NIMS) provides the fundamental structure for the State of California's emergency response system and emergency management.

### ***The Unified Hazardous Waste and Hazardous Materials Management Regulatory Program***

The Unified Hazardous Waste and Hazardous Materials Management Regulatory Program was created in 1993 by California Senate Bill 1082 to consolidate, coordinate, and make consistent administrative requirements, permits, inspections, and enforcement activities for environmental and emergency management programs. The program is implemented at the local government level by Certified Unified Program Agencies.

### ***The California Accidental Release Prevention Program Law (CalARP Program)***

CalARP Program under the California Safety Code Sections 25531-25543.3 coordinates with Federal laws in regard to accidental chemical release, allowing for local oversight of both the State and Federal programs.

### ***Asbestos-Containing Materials (ACM) Regulations***

State-level agencies, in cooperation with the federal EPA and OSHA, regulate removal and transport procedures for asbestos-containing materials. The substance is now



banned. Releases of asbestos from industrial, demolition, or construction activities are prohibited by these regulations and medical evaluation and monitoring is required for employees performing activities that could expose them to asbestos. Also, the laws include warnings that must be obeyed and mandatory practices to reduce the risk for asbestos release and exposure. Finally, federal, State, and local agencies must be notified prior to demolition or construction activities that have the potential to release asbestos.

### ***Polychlorinated Biphenyls (PCBs)***

The U.S. EPA prohibited the use of PCBs in most new electrical equipment beginning in 1979, and started a phase-out for the majority of equipment containing PCBs. The inclusion of PCBs in electrical equipment, and the handling of those PCBs, are regulated by the Toxic Substances Control Act, 15 U.S.C. § 2601 et seq. (TSCA). Relevant regulations include labeling and periodic inspection requirements for certain types of PCB containing equipment and highly specific safety procedures for their disposal. The State of California also regulates electrical equipment and materials contaminated by PCBs exceeding a certain threshold as hazardous waste. These regulations require that such materials be treated, transported, and disposed of appropriately. Regional water quality control boards may exercise discretion over the classification of associated wastes at lower concentrations for non-liquids.

### ***Lead-Based Paint (LBP)***

Cal OSHA provides standards for lead in Construction under the California Code of Regulations, Title 8, Sections 1532.1. The regulations address all of the following areas: permissible exposure limits (PELs); exposure assessment; compliance methods; respiratory protection; protective clothing and equipment; housekeeping; medical surveillance; medical removal protection (MRP); employee information, training, and certification; signage; record keeping; monitoring; and agency notification.

## **Local Regulations**

### ***The Regional Water Quality Control Board (RWQCB)***

The Regional Water Quality Control Board for the Central Valley Region enforces the protection and restoration of water resources, including remediation of unauthorized releases of hazardous substances in soil, groundwater, and surface water bodies.

### ***The Kern County Multi-Hazard Mitigation Plan***

The Kern County Multi-Hazard Mitigation Plan (MHMP) provides a risk assessment profile for flood hazards in Section 4.28, Floods, and Section 4.29, Dam/Levee Failure. The

profile includes specific locations of risk, history of events, vulnerability assessments, and the mitigation capabilities of the County. The MHMP includes a Mitigation Action Plan, which identifies actions, and assigns responsibilities to agencies to reduce damage and loss to existing and future development in the event of a flooding event. All incorporated cities and incorporated lands in Kern County are party to the MHMP.

### ***The Certified Unified Program Agency (CUPA)***

The Certified Unified Program Agency consolidates all the county hazardous materials programs under one agency, the Kern County Environmental Health and Services Department (EHSD). The EHSD is the designated lead agency in CUPA and acts as the single point of contract for the issuance of permits. The program also provides emergency response to chemical events to furnish substance identification; health and environmental risk assessment; air, soil, water, and waste sample collection; incident mitigation and cleanup feasibility options; and on-scene coordination for state superfund incidents. The program also provides for the oversight, investigation, and remediation of unauthorized releases from underground tanks.

### ***The Kern County Environmental Health and Services Department (EHSD)***

The Kern County Environmental Health and Services Department (EHSD) is the local enforcement agency of the California Integrated Waste Management Board under the legal authority of the California Health and Safety Code and the California Code of Regulations. The EHSD is divided into two divisions to protect the public from exposure to hazardous materials in waste. The Food, Land, and Water Division provides consumer protection through the protection of retail food, land use practices and environmental quality, drinking water safety, and safe and healthy operations of hotels, motels, farm labor camps, and organized recreational camps. The Hazardous and Solid Waste Division protects public health in the areas of hazardous material and waste surveillance and enforcement, radiological health, vector control, solid waste, and infectious waste.

### ***The Kern County Airport Land Use Compatibility Plan (ALUCP)***

The Kern County Airport Land Use Compatibility Plan (ALUCP) is the legal document establishing procedures and criteria by which Kern County and the affected incorporated cities can address compatibility issues when making planning decisions regarding airports and the land uses around them. The ALUCP seeks protection of the public as well as aircraft occupants from exposure to aircraft noise, safety to people and property on the ground and occupants in aircrafts, protection of airport airspace, and general concerns related to aircraft over flight.



### ***The Kern Council of Governments Regional Aviation System Plan (RASP)***

The Kern Council of Governments Regional Aviation System Plan (RASP) evaluates the county's capacity and ability to meet aviation demand. Fifteen other airports that are considered of importance to meeting the demands of the region's aviation needs are included in the Kern County Council of Governments RASP.

### ***The Kern County Office of Emergency Services (OES)***

The Kern County Office of Emergency Services (OES) establishes responsibilities and coordinates preparedness, response, and recovery in the event of an emergency for the Kern County Operational Area (OA), of which Wasco is a part of. This plan is supplementary to the Kern County Emergency Plan.

### ***The Wasco Airport Master Plan***

The Wasco Airport Master Plan documents the operational, repair, maintenance, and administration of the airport. The Wasco Airport is owned and operated by Kern County under the direction of the Kern County Department of Airports.

### ***The City of Wasco Municipal Code Chapter 15***

The City of Wasco Municipal Code Chapter 15 incorporates the California Fire Code as an adopted reference, with the City's requirements for fire prevention. The Chapter also states that any reference to the Kern County development standards Chapter 17.32 of the Kern County Code shall mean the City of Wasco development standards.

### ***The City of Wasco Emergency Operations Plan (EOP)***

The City of Wasco Emergency Operations Plan (EOP) describes the City's planned response to emergencies associated with natural disasters and technological incidents. The plan provides the operational concepts and identifies the City's emergency response management organization within the Standard Emergency Management System (SEMS) and the National Incident Management System (NIMS). The EOP includes the overall responsibilities of the federal, state, county, and City in the protection of life and property of the population.

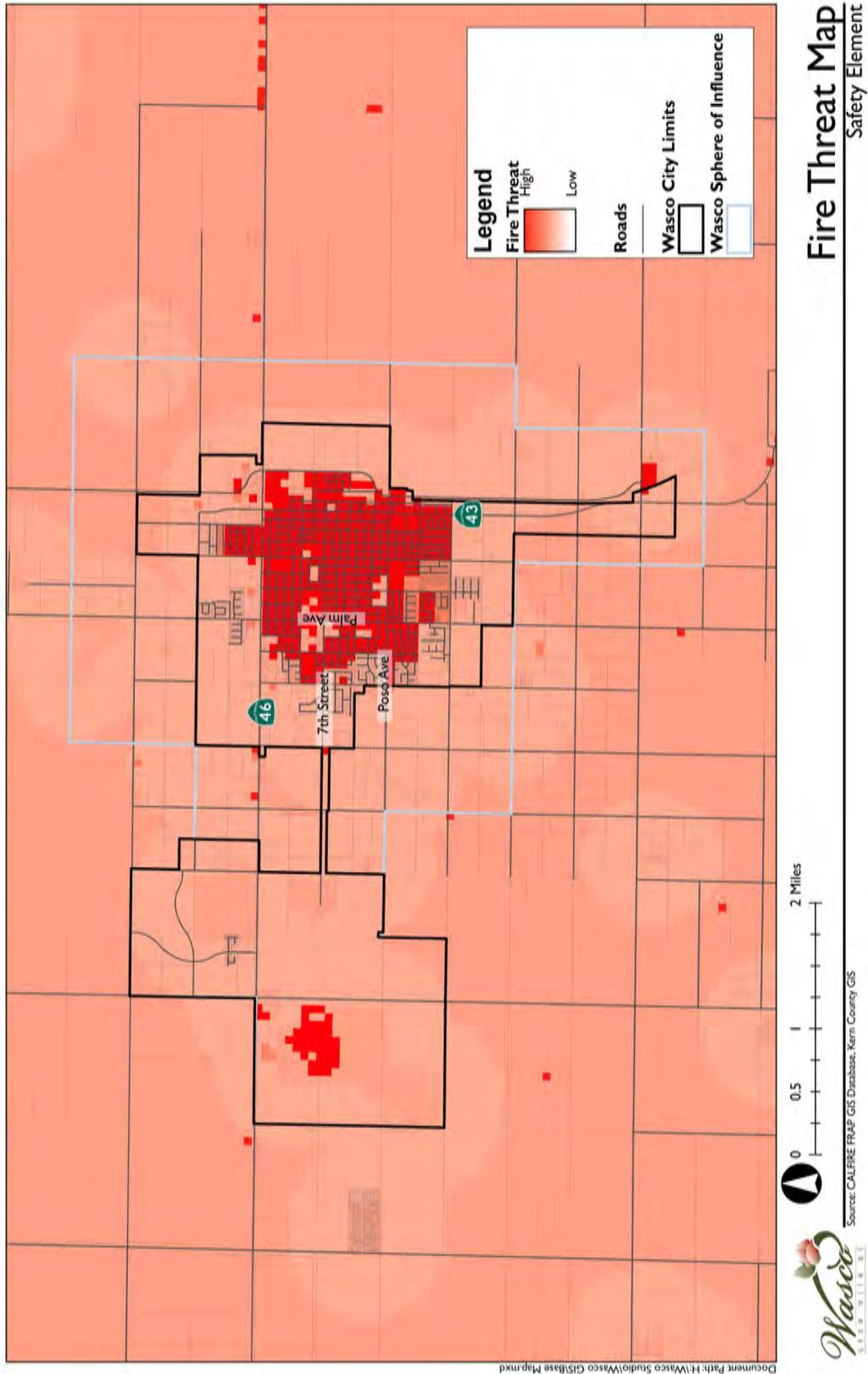
#### 4.8.1.2. EXISTING CONDITIONS

This section discusses the existing conditions related to hazards and hazardous materials in and around the City of Wasco.

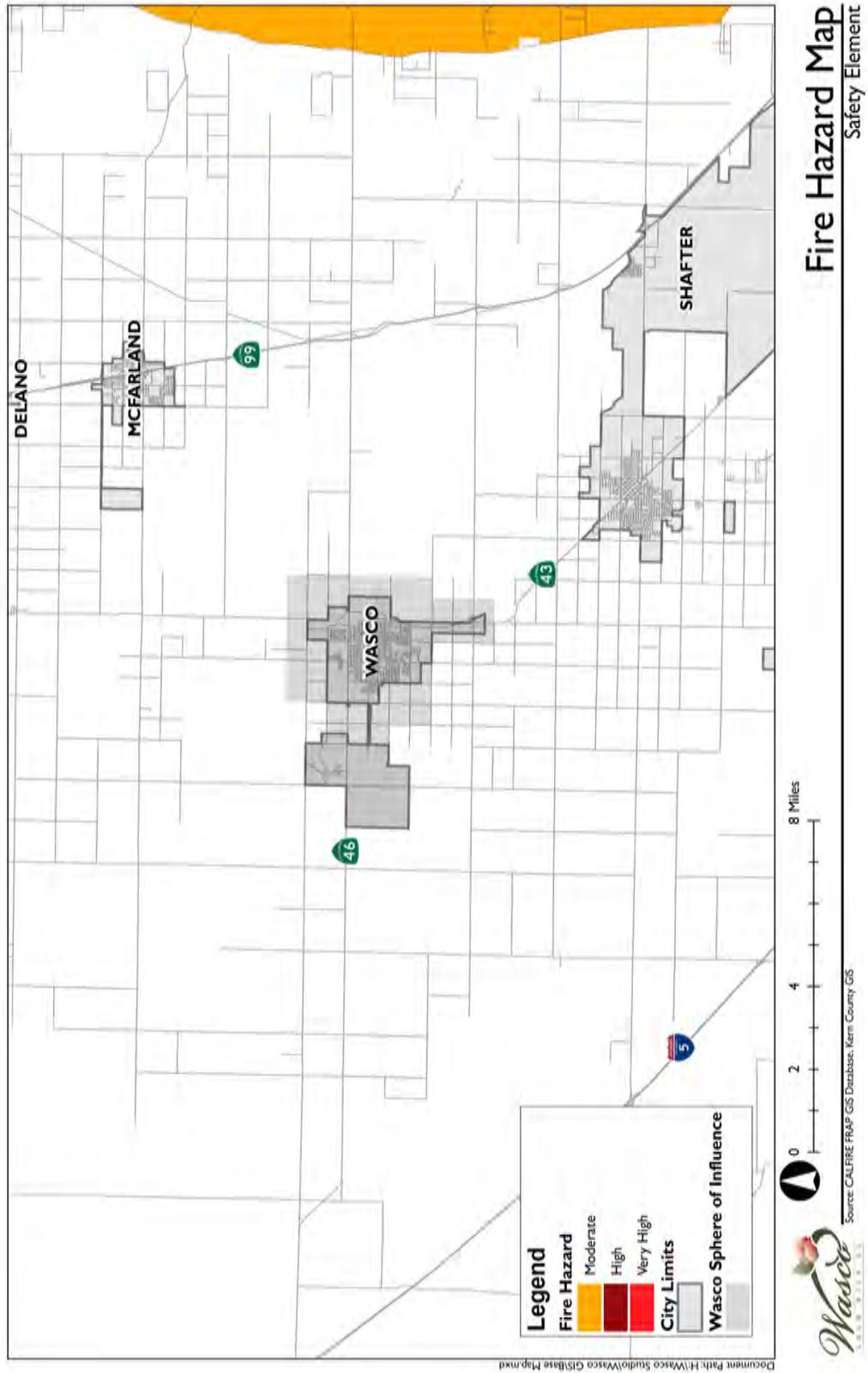
##### **Fire Hazards**

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 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 4.8.1 provides a city level fire threat map. Map 4.8.2 shows there are no wilderness areas in or around the City; therefore, there is no significant risk of wildland fire hazards.

Map 4.8-1 Fire Threat Map



Map 4.8-2 Fire Hazard Map





## **Fire Prevention**

The Fire Department engages in activities aimed at preventing fires and 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. Wasco Municipal Code Chapter 15.08 outlines requirements for fire prevention. Municipal Code Title 15 (in which Chapter 15.08 is located) incorporates the California Fire Code, adopted by reference.

## **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**

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

### **North–South**

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

## **Hazardous Materials and Waste**

Hazardous materials require special care to prevent potential threats 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 they occur 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 through a single inspection by the lead agency. The program provides emergency response to chemical events to provide substance identification, health and environmental risk assessment, 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 potential release of hazardous materials could migrate into the groundwater aquifer compromising supplies and quality of water.

Regulation for the transportation of hazardous materials and waste is under the authority of the US Department of Transportation (DOT). Under 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 4.8-1 List of the critical hazardous material facilities in the City of Wasco**

<b>Business Name</b>	<b>Business Type</b>	<b>Risk Level</b>	<b>MHMP Multi-Hazard Score</b>
<b>Certis USA, LLC</b>	Biopesticides	High	3
<b>Sunny Gem</b>	Food Preservation / Canning	High	3
<b>AG Weld, Inc.</b>	Tool Manufacturing	Moderate	2
<b>Crettol Farms</b>	Agriculture	Moderate	2
<b>Wasco State Prison</b>	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 and the City of Wasco do not accept hazardous waste. Kern County has three hazardous waste collection sites for residential hazardous waste collection and hazardous waste collection for businesses that do not produce more than 27 gallons or 220 pounds of hazardous waste per month. The closest collection facility to Wasco is located in the City of Bakersfield. All other, larger quantities of hazardous waste produced by business or industry must be transported and disposed of according to state and federal law 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 is provided in the Circulation and Land Use Elements. Map 4.8.3 show 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, referring 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 FAA to prohibit unsafe uses in the RPZs.

### ***Air Space Protection and Heights***

The height restriction zone (HRZ) is essential to protecting airspace and structures from passing aircraft. The HRZ is established in accordance with Federal Aviation Regulations (FAR) Part 77, which require people proposing to construct certain tall 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 Federal Aviation Administration (FAA) will review the proposal and issue an acknowledgment stating that the proposal (1) would not exceed any airspace protection surfaces defined on the airport's FAR Part 77 Airspace Plan; or (2) would 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 and may be a hazard to air navigation pending 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. All arriving and departing aircraft must adhere to FAA operational procedures. 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 about 5 minutes.

### **High Speed Rail Hazards**

The California High Speed Rail project is planned to travel through 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 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.

## **4.8.2. STANDARDS OF SIGNIFICANCE**

### **4.8.2.1. CEQA THRESHOLDS**

According to Appendix G of the CEQA Guidelines (2014), the proposed Plan would have a significant effect on the environment with respect to hazards and hazardous materials if it would:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment;
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area;

- 
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area;
  7. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan;
  8. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

#### 4.8.2.2. METHODOLOGY

In order to assess impacts associated with hazards and hazardous materials, preferred growth areas and existing inhabited areas identified in the proposed Plan were compared to the locations of hazardous material sites, airports, and fire hazard zones. The City of Wasco Background Report, policies from the proposed Plan, Natural Hazard Mitigation Plan, and Fire Hazard Planning documents published by the State were also used for the review. Computer analysis using Geographic Information System (GIS) software was used to measure the proximity of inhabited areas to the hazards discussed above.

#### 4.8.3. IMPACT DISCUSSION

This section discusses the proposed Plan-specific and cumulative impacts related to hazards and hazardous materials.

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**HAZ-1** Build-out of the proposed Plan would result in **potentially significant** impacts in regards to creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

---

According to the proposed Plan, the majority of industrial uses are characterized as light including storage and warehousing and the remaining heavy industrial uses include a coal processing facility and a large agricultural processing facility. Both are immediately close to State routes which is required for the transport of hazardous materials. While the Plan does encourage industrial expansion outside of the City, 2040 growth predictions of industrial land uses for the City grow 266 percent, from 169 to 616 acres. The Plan also identified six moderate to high risk facilities (Table 4.8.1) that are regulated by Kern County and Incorporated Cities Hazardous Waste Management Plan.

In addition, the proposed Plan contains the following policies and actions addressing the routine transport, use, or disposal of hazardous materials, which are expected to mitigate impacts to less than significant levels:

**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.

**Applicable regulations:**

Natural Hazard Mitigation Plan

Kern County and Incorporated Cities Hazardous Waste Management Plan

**Significance Before Mitigation:** Potentially Significant

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**HAZ-2** Build-out of the proposed Plan would result in **less-than-significant** impacts in regards to creating a significant hazard to the public or the environment through reasonably foreseeable

upset and accident conditions involving the release of hazardous materials into the environment.

---

The proposed Plan designates six areas of development that are vacant land with limited amenities. These spaces are designated for land uses such as commercial and industrial development. A significant impact would result if development would lead to the use, production, or transport of hazardous materials. The Kern County and Incorporated Cities Hazardous Waste Management Plan guides development that relates to hazardous materials by considering facility location in proximity to important environmental areas or sensitive adjacent uses and restricts development in areas to protect water, air quality, and public safety.

In addition, the proposed Plan contains the following policies and actions addressing accident conditions regarding hazardous materials into the environment:

**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 8.6**

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.

### **Applicable Regulations:**

Title 8, Section 1735 California Code of Regulations

Federal Emergency Planning and Community Right to Know Act of 1986

Kern County and Incorporated Cities Hazardous Waste Management Plan

**Significance Before Mitigation:** Less-than-Significant

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**HAZ-3** Build-out of the proposed Plan would have a **less-than-significant** impacts in regards to emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

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Build out of the proposed Plan would not incorporate any hazardous emissions, handling of hazardous or acutely hazardous materials substances, or waste within one quarter mile of an existing or proposed school. For more information regarding hazardous emissions into the air, see Section 4.3 Air Quality.

In addition, the proposed Plan contains the following policies and actions addressing school locations regarding hazardous materials into the environment:

**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 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.

**AQ Policy 2**

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

**Applicable Regulations:**

None

**Significance Before Mitigation:** Less-than-Significant

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**HAZ-4** Build-out of the proposed Plan would result in **no impacts** in regards to being located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

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There are no hazardous materials sites located in the proposed Plan area. In addition, the proposed Plan includes the following actions to reduce any potential risk from hazardous materials.

**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.

**Applicable Regulations:**

Title 8, Section 1735 California Code of Regulations

Federal Emergency Planning and Community Right to Know Act of 1986

**Significance Before Mitigation:** No impact

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**HAZ-5** Build-out of the proposed Plan would result in **less-than-significant** in regards to being located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport.

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According to the proposed Plan, the surrounding land uses are agricultural and the main purpose of the airport serves agricultural, flight training, personal aviation, and business needs. Currently, the airport is within two miles of the City; however, the proposed Plan promotes development away from the airport. Furthermore, The Kern County Airport Land Use Compatibility Plan (ALUCP) addresses the possibility of proposed sites within two miles of an airport runway.

The following actions and policies address future development consistent with the Kern County Airport Land Use Compatibility Plan and Part 77 of the Federal Aviation Regulations:

**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).

**Applicable Regulations:**

Part 77 of the Federal Aviation Regulations  
Kern County Airport Land Use Compatibility Plan  
Wasco Airport Master Plan

**Significance Before Mitigation:** Less-than-significant

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**HAZ-6** Build-out of the proposed Plan would result in **no impact** in regards to being located within the vicinity of a private airstrip.

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The proposed Plan does not have proposed development land use locations within two miles of a private airstrip.

**Applicable Regulations:**

None

**Significance Before Mitigation:** No Impact

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**HAZ-7** Build-out of the proposed Plan would result in **less-than-significant impacts** in regards to impairing the implementation of or physically interferes with an adopted emergency response plan or emergency evacuation plan.

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The proposed Plan states actions and policies that specifically address compliance with the City and Kern County’s emergency response plans, as well as ensuring that development does not impact emergency response services.

**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 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, and 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.

**HE Policy 1**

Improve access to medical services

**Applicable Regulations:**

Kern County Multi-Hazard Mitigation Plan  
Emergency Operations Plan

**Significance Before Mitigation:** Less-than-Significant

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**HAZ-8** Build-out of the proposed Plan would result in **less-than-significant** impacts in regards to exposing people on structures to a significant risk of loss, injury or death involving wildland fires, includes where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

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As illustrated in map 4.8-2, the proposed Plan area is not in close proximity to any CalFire hazard severity zones. Buildout of the proposed plan will not place people in the wildland urban interface. In addition, the Plan includes the following policies and actions to minimize the exposure to wildfire related impacts:

**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.

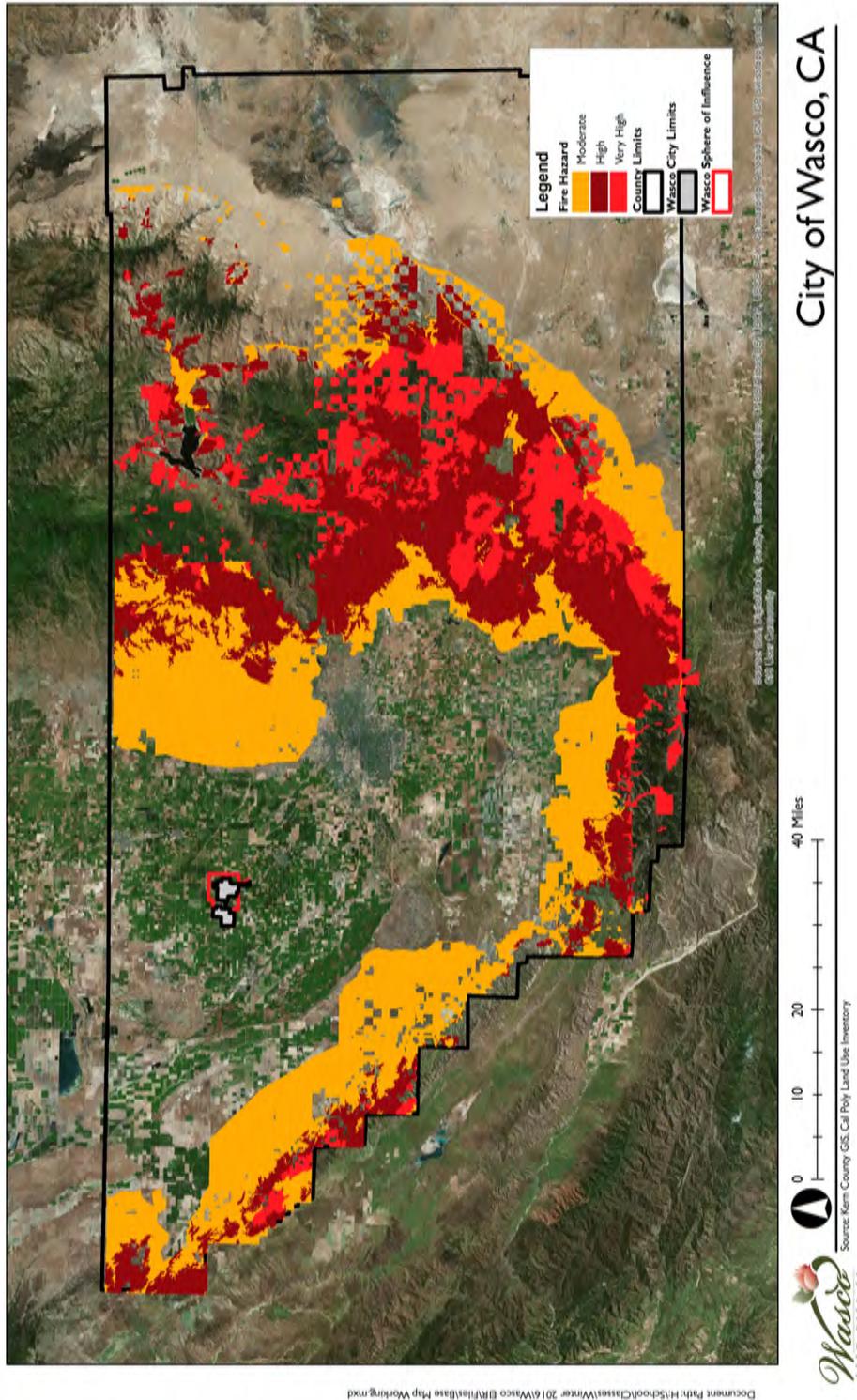
***SA Action 6.2***

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.

Map 4.8.4 Fire Hazard Severity Zones in relation to Preferred Growth Areas





### **Applicable Programs**

2013 California Building Code

2013 California Fire Code

California Public Resources Code (PRC) Sections 4201-4204

**Significance Before Mitigation:** Less-than-Significant

## **4.8.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES**

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**HAZ-1** Build-out of the proposed Plan would result in **potentially significant** impacts in regards to creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

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### **Mitigation HAZ-1:**

All hazardous material production and transportation will comply with state and local regulations such as the Natural Hazard Mitigation Plan and the Kern County and Incorporated Cities Hazardous Waste Management Plan

**Significance After Mitigation:** Less than Significant

## Hazards & Hazardous Materials References

- California, State of. (2003). The California Aviation System Plan, System Requirements Element.
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- . (2015). City of Wasco Municipal Code. Retrieved from <http://www.codepublishing.com/ca/Wasco/>
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## 4.9. HYDROLOGY & WATER QUALITY

Would the Proposed Plan:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Violate any water quality standards or waste discharge requirements;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

would result in flooding on- or off-site;				
5. Create or contribute runoff water which would exceed the capacity of existing or planned storm-water drainage systems or provide substantial additional sources of polluted runoff;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Otherwise substantially degrade water quality;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Place structures within a 100-year flood hazard area that would impede or redirect flood flows;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Inundation by seiche, tsunami, or mudflow.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## 4.9.1. ENVIRONMENTAL SETTING

### 4.9.1.1. REGULATORY FRAMEWORK

#### Federal Regulations

##### ***Clean Water Act (CWA), 1972***

The Clean Water Act (CWA) regulates the water quality of all discharges into waters of the U.S., including wetlands and intermittent stream channels, making it illegal to discharge pollutants from a point (stationary) source into navigable waters without a permit. Navigable waters are waters that are subject to the ebb and flow of the tide and/or are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce (USACE, 2008).

##### ***National Pollutant Discharge Elimination System (NPDES)***

The CWA provides the statutory basis for the US Environmental Protection Agency to administer the NPDES permit program and regulate discharge of pollutants from point-source water polluters by setting effluent limits on receiving waters.

##### ***Construction Stormwater NPDES Permit***

A Construction General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, Order 2009-0009-DWQ) is required for dischargers or projects who disturb one acre or more of soil or whose project disturbs less than one acre, but which is part of a larger common plan of development that in total disturbs one acre or more. This permit was most recently updated in September 2009 and went into effect July 2010. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP should contain a site map(s) which shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list Best Management Practices (BMPs) the discharger will use to protect stormwater runoff and show the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program, a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs, and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP (EPA, 2015C).



### *Municipal Stormwater NPDES Permit*

The Municipal Storm Water Permitting Program established under NPDES regulates storm water discharges from municipal separate storm sewer systems (MS4s). In the first phase, the SWRCB issued permits to medium and large municipalities, typically grouped as co-permittees in a metropolitan region. In the second phase, the SWRCB adopted a General Permit for the Discharge of Storm Water from Small MS4s. The permits require a municipality or other storm water discharger to develop and implement a storm water management plan or program. The storm water programs incorporate BMPs that include construction controls (such as a model grading ordinance), legal and regulatory approaches (such as storm water ordinances), public education and industrial outreach (to encourage the reduction of pollutants at various sources), inspection activities, wet-weather monitoring, and special studies (SWRCB, 2013).

### *Section 401-Water Quality Certification*

Section 401, Title 33, Section 1341 of the CWA sets forth water quality certification requirements for “any applicant applying for a Federal license or permit to conduct any activity including, but not limited to, the construction or operation of facilities, which may result in any discharge into the navigable water.” (33 U.S.C. §§1251-1387)

### *General Dewatering Permit*

Small amounts of construction-related dewatering are covered under the General Construction Permit. Large amounts of dewatering, particularly over lengthy periods of time would be required to comply with the General Dewatering Permit. Project-related dewatering is likely to be limited in nature and scope and would likely be covered under the General Construction Permit. However, some projects may result in larger amount of dewatering than covered under the Construction General Permit and a Low Threat Discharge and Dewatering Permit would need to be obtained from the Central Valley RWQCB.

### ***Safe Drinking Water Act (SDWA)***

SDWA is administered by the US Environmental Protection Agency (EPA) in coordination with the California Department of Public Health (CDPH) to set standards for drinking water quality by overseeing state and local water suppliers who implement those standards. The EPA is responsible for developing and enforcing regulations that implement environmental laws enacted by Congress (EPA, 2015).

## ***Federal Emergency Management Agency (FEMA)***

### *The National Flood Insurance Act of 1968*

FEMA has adopted as a desired level of protection, an expectation that developments should be protected from floodwater damage of the Intermediate Regional Flood (IRF). The IRF is defined as a flood that has an average frequency of occurrence on the order of once in 100 years although such a flood may occur in any given year. (FEMA, 2015)

### *The National Flood Insurance Program (NFIP)*

The NFIP requires program participants to satisfy certain mandated floodplain management criteria (FEMA, 2015).

## ***Executive Order 11988***

Executive Order 11988 (Floodplain Management) addresses floodplain issues related to public safety, conservation, and economics. It generally requires federal agencies constructing, permitting, or funding to (1) avoid incompatible floodplain development, (2) be consistent with the standards and criteria of the NFIP, and (3) restore and preserve natural and beneficial floodplain values.

## **State Regulations**

### ***California Water Code***

California Water Code, a section of the California Code of Regulations, is the governing law for all aspects of water management in California (SWRCB, 2015).

### ***The Cobey-Alquist Floodplain Management Act***

The Cobey-Alquist Floodplain Management Act encourages local governments to plan, adopt, and enforce floodplain management regulations (California Water Code Section 8400, et seq.). Where a federal flood control project report has been issued designating floodway boundaries, the Department of Water Resources or the State Reclamation Board will not appropriate money in support of the project unless the applicable agency has enacted floodplain regulations. Those regulations must provide that: Construction of structures in the floodway that may endanger life or significantly reduce its carrying capacity shall be prohibited. Development will be allowed within the “restrictive zone” between the floodway and the limits of the floodplain as long as human life and the carrying capacity of the floodplain are protected (California Water Code Section 8410).



### ***The Porter-Cologne Water Quality Control Act of 1960***

The Porter-Cologne Water Quality Control Act aims to protect water quality and beneficial uses of water within the State of California. Authority of water quality within the State rests with the State Water Resources Control Board; however, this Act transfers authority over to regional water boards to adopt water quality control plans for watersheds within their region. Each basin plan should include information regarding; 1) the beneficial uses of the water in the basin that is protected, 2) water quality objectives and standards for both surface water and groundwater sources, and 3) the necessary actions to ensure that these standards are met through the control of non-point and point sources of pollutants in water within the State. (California Wetland Information System) (CWIS, 2002). The City of Wasco is monitored by the Central Valley Regional Water Quality Control Board and within the domain of the board's Tulare Lake Basin Water Quality Control Plan.

### ***Groundwater Management Act (Assembly Bill 3030)***

The Groundwater Management Act, originally enacted in 1992, has been periodically updated. The intent of AB 3030 is to encourage local agencies to work together to manage groundwater resources in their jurisdiction. Additionally, this bill aims to provide a methodology for developing and implementing a groundwater management plan.

#### ***Updates to the Groundwater Management Act (AB 1739, AB 1168, and SB 1319***

Current legislation, enacted on September 16, 2014, further updated AB 3030. The update consists of three separate bills (AB 1739, AB 1168 and SB 1319) that aim to ensure the long-term protection and sustainability of groundwater resources. The bills will provide authority to a Groundwater Sustainability Agency to provide technical assistance to jurisdictions that extract or use groundwater for purposes of water conservation and protect groundwater resources. This act also requires groundwater basins to be designated as high, medium or low priority basins (Department of Water Resources, 1992). The Tulare Lake Basin has been designated high priority. Due to financial barriers, the City of Wasco currently has not adopted a groundwater management plan. However, the Shafter-Wasco Irrigation District has adopted a groundwater management plan (CDWR, 2013).

### ***Groundwater Elevation Monitoring Program Act***

Enacted in 2009, this Act provides state water grants and loans for public agencies that assume responsibility for monitoring local groundwater elevations in the basin or sub-basin that supplies water to the area. A systematic procedure is to be used to measure water elevations in all basins and sub-basins in California. The goal of this act is to track the seasonal and long term variations in groundwater levels (California Department of Water Resources, 2014A).

### ***Urban Water Conservation Act of 2009***

The goal of the Urban Water Conservation Act of 2009 is to reduce per capita urban water use by 20 percent by December 31, 2020; making incremental progress by December 31, 2015, reducing water use by 10 percent. Under this Act, each urban retail water supplier is to develop water use targets and an interim water use target by July 1, 2011. Baseline daily per capita water use, water use target, interim water use target and compliance daily per capita water use shall also be established. Water suppliers must meet these water conservation requirements by 2016 in order to be eligible for State water grants or loans (California Department of Water Resources, 2014B). The 2010 Urban Water Management Plan for the City of Wasco demonstrates the City's plans to comply with this act.

### ***Statewide Water Conservation Act (SB X7-7)***

Statewide Water Conservation Act requires all water suppliers to increase water use efficiency in both urban and agricultural water conservation. This legislation sets an overall goal of 20 percent reduction per capita urban water use by the year 2020. The Kern County Water Agency establishes and monitors water conservation measures in the City of Wasco.

### ***Department of Water Resources (DWR)***

In 1956, the Legislature passed a bill creating DWR to plan, design, construct, and oversee the building of the nation's largest state-built water development and conveyance system. Today, DWR protects, conserves, develops, and manages much of California's water supply including the State Water Project, which provides water for 25 million residents, farms, and businesses. Working with other agencies and the public, DWR develops strategic goals and near-term and long-term actions to conserve, manage, develop, and sustain California's watersheds, water resources, and management systems. DWR also works to prevent and respond to floods, droughts, and catastrophic events that would threaten public safety, water resources and management systems, the environment, and property (CDWR, 2014).

### ***California Department of Fish and Wildlife Code***

The California Fish and Game Code declares it unlawful to substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake without notifying the California Department of Fish and Wildlife (CDFW, 2015).

### ***Senate Bill 610 and 221***



The purpose of Senate Bill 610 and 221 is to ensure that there is an adequate water supply available from local water suppliers for new and existing water users. Senate Bill 610 is the broader legislation that applies to any large development project or land use plan subject to CEQA. It requires Urban Water Management Plans and water supply assessments for large development projects. SB 221 applies to the Subdivision Map Act in which adequate water supply is to be proven before a subdivision map including 500 or more dwelling units is approved. The 2010 Urban Water Management Plan for the City of Wasco provides a detailed report describing the City's compliance with this Bill. Currently, the water needs in the City are being met, and the Plan projects that an adequate water supply will be available in the future (CDWR, 2003).

### ***Assembly Bill 2572 (Water Metering Legislation)***

Enacted in 2004, Assembly Bill 2572 requires urban water suppliers to install water meters on all municipal and industrial water service connections by January 1, 2025 on all service connections constructed before 1992. Additionally, this Bill requires urban water suppliers to charge customers who have meters installed based on the volume of deliveries (amount of water used) by January 1, 2010. This bill has made a finding that water metering and volumetric pricing is one of the most efficient water conservation tools (SWRCB, 2015). In 2008, the City of Wasco created a 5-year plan to retrofit any remaining unmetered water connections in the City.

### ***State Water Resources Control Board (SWRCB)***

#### ***Construction General Permit (2009-0009-DWQ)***

This requires all construction activities that disturb one or more areas of land that could impact hydrologic resources to comply with requirements of SWRCB Construction General Permits. (CSWRCB, 2010).

### ***State Updated Model Water Efficient Landscape Ordinance (MWELo) (AB 1881)***

AB 1881 amends AB 325, the Water Conservation in Landscape Act of 1990. AB 325 required the California Department of Water Resources to implement a Model Ordinance stating “that landscape design, installation, and maintenance can and should be water efficient” (DWR, 2010). AB 1881 requires the Department of Water Resources to update the model ordinance in accordance with the Water Smart Landscapes for California (2005) report. The MWELo was updated in 2015, and includes new standards for efficiency in irrigation systems, water recycling, onsite water retention, and turf cover limits (DWR, 2015).

### ***State of California Uniform Building Code***

The state of California Building Code (CBC) contains requirements for constructing structures in flood hazard zones. These requirements are consistent with FEMA requirements for non-residential development in a 100-year flood plain. Wasco is in compliance with the State of California Uniform Building code (DWR, 2013).

### ***2007 California Flood Legislation***

In 2007, the State of California passed five acts pertaining to flood hazards and planning in the Central Valley. These acts include Senate Bills 5 and 17, and Assembly Bills 5, 70, and 156. Additionally, Assembly Bill 162 was signed separately and outlines additional regulations related to the consideration of flooding in local land use planning in the State. The legislation directs the California Department of Water Resources and the Central Valley Flood Protection Board and the preparation and adoptions of the Central Valley Flood Protection Plan (DWR, 2007).

## **Local/Regional Regulations**

### ***Central Valley Regional Water Quality Control Board (CVRWQCB)***

The CVRWQCB monitors hydrological areas and provides regulatory oversight. The CVRWQCB also handles the issuance of waste discharge requirements, enforcement action against violators, and monitoring of water quality through the development of “basin plans”.

### ***The Water Quality Control Plan for the Tulare Lake Basin***

The Water Quality Control Plan for the Tulare Lake Basin identifies the beneficial uses of the Tulare Lake basin (CVRWQCB, 2004).

### ***Kern County California Local Agency Formation Commission***

The California Local Agency Formation Commission (LAFCO) conducts municipal service review for specified public agencies under their jurisdictions. This includes evaluating an agency’s ability to provide public services within the designated service area. The Kern County LAFCO governs the City of Wasco.

### ***The Kern County Multi-Hazard Mitigation Plan (MHMP)***

The Kern County MHMP provides a risk assessment profile for flood hazards in Section 4.28, Floods, and Section 4.29, Dam/Levee Failure. The profile includes specific locations of risk, history of events, vulnerability assessments, and the mitigation capabilities of the County. The MHMP includes a Mitigation Action Plan, which identifies actions, and assigns responsibilities to agencies to reduce damage and loss to existing and future development in the event of a flooding event (Kern County, 2005).



### ***Kern County Integrated Regional Water Management Plan (IRWMP)***

The Kern County IRWMP addresses how limited water resources in the Kern Region, including both incorporated and unincorporated areas, will be allocated, conserved, recharged, and recycled (Kern County Water Agency, 2011).

### ***Shafter-Wasco Irrigation District Water Management Plan (IDWMP)***

The Shafter-Wasco IDWMP describes best management practices for Agricultural and Urban contractors in the Shafter-Wasco Irrigation District (Shafter-Wasco Irrigation District, 2013).

### ***City of Wasco 2010 Urban Water Management Plan (Revised in 2013)***

The City's plan to meet future water demands, developed as a response to the Urban Water Conservation Act of 2009 (City of Wasco, 2013).

### ***City of Wasco Municipal Code***

The proposed Plan is not subject to the Municipal Code, and will change any sections that are in conflict with it. The following sections of the Municipal Code are not suspected to be changed, but to work with the proposed plan.

#### ***Chapter 13.22: Water Conservation Measures***

This chapter describes the local regulation meant to reduce the quantity of water used within the City to ensure that there is a sufficient water supply for human consumption, sanitation and fire protection. The Ordinance defines five stages of drought conditions and policies that reflect the degree of conservation to be applied. During times of drought, the ordinance requires that the use of water is reduced to "reasonable and beneficial use, in the interest of the people of the City and to provide for the public health, safety and welfare", and applies to "persons, customers, and property within City limits and all property served by the City" (City of Wasco, 2009)

#### ***Ch. 15: Flood Damage Prevention***

Chapter 15 includes requirements for new construction to address flood damage and prevention in order to promote the health, safety, and general welfare of the citizens of Wasco in areas where flood hazards exist. These requirements include the provision of adequate drainage and public utilities for all proposed developments to prevent flood hazards (City of Wasco, 2009).

### 4.9.1.2. EXISTING CONDITIONS

The City of Wasco, as well as most of Kern County, is located within the Tulare Lake Hydrologic Region. The Tulare Lake Hydrologic Region comprises the drainage area of the San Joaquin Valley south of the San Joaquin River and encompasses approximately 10.9 million acres (17,050 square miles). The valley floor in this region had been a complex series of interconnecting natural sloughs, canals, and marshes, once containing the largest block of wetland habitat in California. Today, however, the area which has an “inland Mediterranean” climate and is characterized by long, hot, dry summers and short, foggy winters, is the driest region of the Central Valley and is one of the nation’s leading agricultural production areas, growing a wide variety of crops on approximately three million acres (CDWR 2009).

Major rivers draining into the Tulare Lake Hydrologic Region include the Kings, Kaweah, Tule, and Kern rivers. The original ecological character of the region has been significantly altered over the years, primarily from the taming of local rivers and tributaries for agriculture irrigation. Significant geographic features of the region include the Buena Vista/Kern Lake and Tulare Lake to the south, the Tehachapi Mountains to the south, the Coast Range to the west, and the Sierra Nevada Mountains to the east.

#### **Drought**

As of 2015 the state of California was in its fourth consecutive year of a drought, 2014 being the driest year on record. The drought is expected to continue through 2016, as even a normal precipitation year would not restore lost groundwater, surface reservoir storage, and soil moisture (DWR, 2015). According to the National Integrated Drought Information System (NIDIS), the City of Wasco is experiencing *exceptional* drought conditions, the highest level of intensity on the scale (2015). Depleted groundwater and surface water not only compromise the City's ability to meet water demand; there are also potential impacts to water quality and hydrology. These impacts are being mitigated through local and state regulations, all of which are listed under Section 4.9.1.1: Regulatory Framework.

#### **Flooding**

Kern County is affected by four different flooding events: Flash, riverine, canal breach, and urban stormwater flooding these events are most 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 portion of the Valley that is not likely to experience flooding from these two sources. Map 4.9.1 represents the FEMA flood map showing, only a small portion of



Wasco in the eastern part of the City and a small area along the northern sphere of influence, are located within a 100-year flood zone, with only seven properties located within these 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 7th 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.

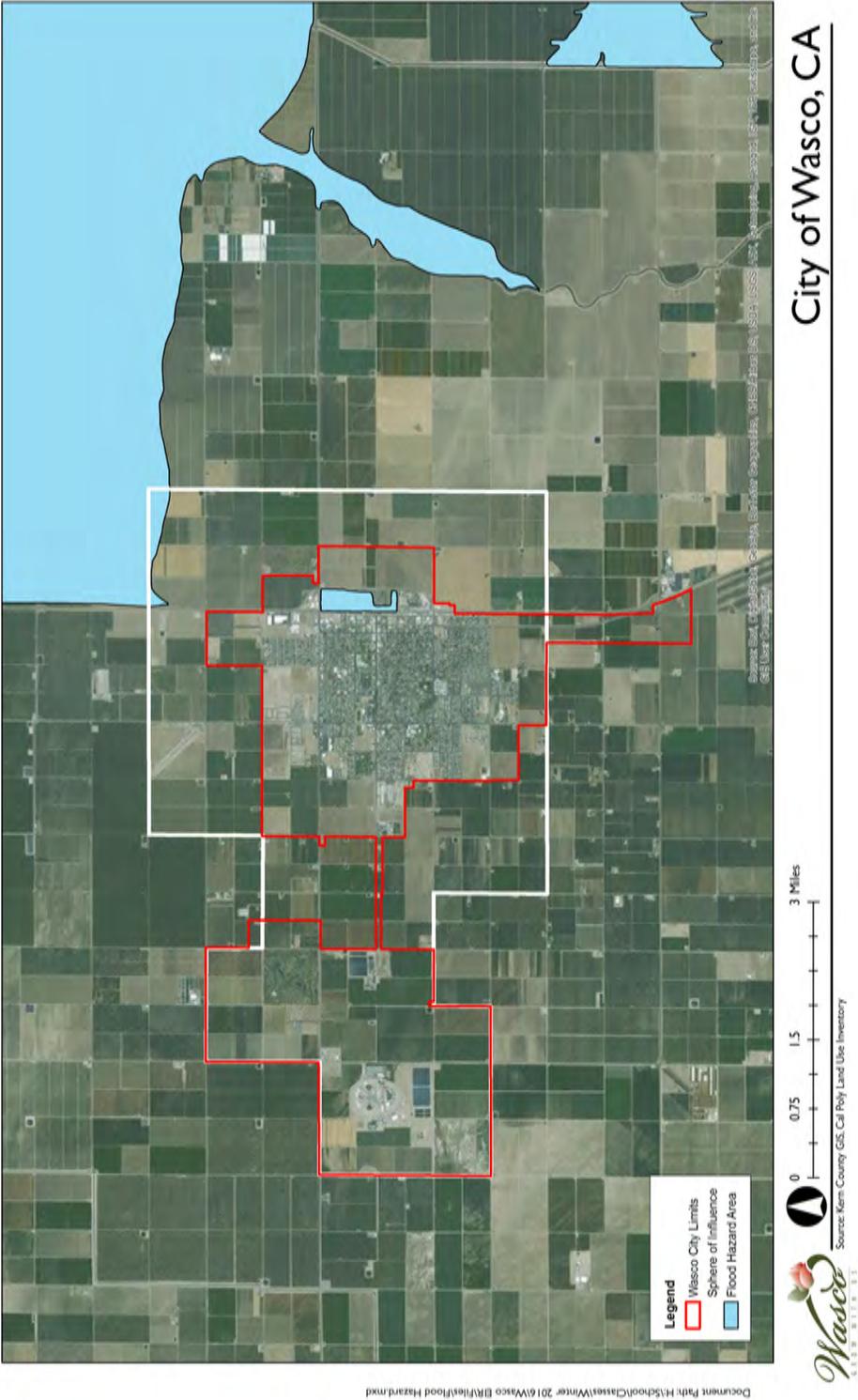
### **Dam Failure**

The City of Wasco is located in the Valley Region of Kern County, downstream a majority of dams in the County located in the Mountain Region. Lake Isabella Dam is the greatest threat to the City of Wasco. The dam is located approximately 50 miles east of Wasco. There is not significant risk of flooding in the City of Wasco due to dam inundation. The Kern County Multi-Hazard Mitigation Plan does not specify Wasco as located in the inundation area of Lake Isabella (City of Wasco, 2014).

### **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, losses that include the loss of the multiuse functions of a facility and associated revenues that accompany those functions, in one historical occurrence in the region. In 1997, a breach in the Poso Creek levees resulted in flooding of the valley floor near Wasco, damaging agriculture and \$50,000 worth of damage to two homes. The Poso Creek breached its banks in 1998, and flooded the City of McFarland, and threatened some homes downstream near Wasco. 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 propose the Poso Creek Flood Control Project to protect cities in the area from future flooding due to levee failure. (Planning Team, 2014)

Map 4.9-1 Flood Hazard Map





## Drainage

The Wasco Municipal Code requires drainage improvements to include storm drain lines, catch basins, manholes, or other improvements that may necessitate the drainage of stormwater from the subdivision. There is not a significant history of flood events in the City of Wasco. The City's infrastructure is at the greatest risk for inundation from urban stormwater flooding. During heavy rain events, 7th Street has a history of flooding. As a result, the City has initiated storm drain improvements along the roadway to reduce flooding impacts along the street and prevent overflow in the City drainage system. In order to reduce additional burden on the City's storm drain system, Wasco implemented a requirement of 100 percent on-site retention of stormwater for all new developments.

## Groundwater

The City of Wasco 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 (USGS, 2013).

The City of Wasco generates its water supply by extracting water from the Tulare Lake Basin, Kern County Groundwater Subbasin. The City depends solely on groundwater as a water source, extracted through a series of wells throughout the City. The City provides water supply for residents and commercial uses, and not for irrigated agriculture. Water for irrigation and crops is provided by the Shafter-Wasco Irrigation District and the Semitropic Water Storage District. Some large-scale agricultural properties contain their own well as a source of groundwater (City of Wasco, 2013).

Two of the wells supplying water to Wasco are inactive due to high concentrations of nitrates. Well 6 also contains high concentrations of dibromochloropropane (DBCP) that

exceed safe drinking water standards. The combined capacity of the water wells in Wasco is currently 15,476 acre-feet per year (AFY) (City of Wasco, 2013).

### **Groundwater Supply**

Water conservation, particularly of groundwater, is important in Wasco due the City's sole reliance on groundwater as a water resource and current drought conditions. Groundwater often serves as a buffer when drought conditions occur, however the lowering of the water table will occur if too much groundwater is extracted.

Due to the vital importance of groundwater, the City has implemented a number of conservation strategies to ensure supplies into the future. The City's Urban Water Management Plan, adopted in 2010, provides a detailed study and overview of the current and future water supply and demand of the City. The Regulatory Framework section lists several State, Federal and local regulations that guide water conservation. Local regulations and plans play a vital role in ensuring the conservation of groundwater resources into the future.

According to data collected for the City of Wasco Urban Water Management Plan, the amount of groundwater pumped is expected to increase through 2035; however water supply is expected to meet demand in both normal year and dry year conditions.

Since the City relies on groundwater as its water resource, it is not directly affected by reduction of surface water supplies in drought years. Secondary effects of drought conditions, such as increased extraction to compensate for lost surface water resources, can cause the lowering of the water table, potentially compromising water supplies during drought conditions.

### **Wastewater**

The City of Wasco owns and operates a wastewater treatment plant (WWTP) located within the City. The WWTP has the capacity for 3 million gallon per day (MGD) capacity and the average dry weather flow is 1.7 MGD. Treated wastewater is used for 605 acres of agricultural land owned by the City. Refer to section 4.16: *Utilities* for more information about the current status of wastewater treatment in Wasco.

### **Water Quality**

#### ***Tulare Lake Basin, Central Valley Region***

In the State of California, Water quality is under the control of Regional Water Quality Control Boards as mandated by the Porter-Cologne Water Quality Control Act (CWIS, 2002). California includes nine regional quality control boards. The City of Wasco is located in the Central Valley Region, and water quality is monitored by the Central Valley



Regional Water Quality Control Board. In accordance with the Porter-Cologne Water Quality Control Act, a water quality control plan has been adopted for the Tulare Lake Basin, Central Valley Region (RWQCB, 2004). The main sources affecting water quality in the region are erosion, recreation, hazardous and non-hazardous waste disposal.

### *Erosion*

Erosion is a significant concern in the watershed area. Erosion occurs naturally, but human activity can accelerate the process. Erosion is accelerated by poor drainage and soil stabilization that often occurs with road building, construction, agriculture, overgrazing, among other activities. Several policies established by the Regional Water Quality Control Board attempt to control the effects of soil disturbance, which affect drainage, and contribute to erosion.

### *Recreation*

Water quality issues can occur as a result of recreational activity. Water contamination can be caused by boat exhausts, oil entering the water, human secretions and excretions, and waste disposal activities. The Regional Board has established waste discharge requirements to address these types of potential contaminants.

### *Hazardous and Non-Hazardous Waste Disposal*

Discharge of solid, semi-solid and liquid wastes to landfills, waste piles and other waste disposal areas, have the potential to become sources of pollution. Groundwater in particular is susceptible to waste disposal pollutants. Unlike surface water, groundwater has low assimilation capacity due to a slow migration rate, lack of aeration, and lower biological activities. Pollutants can accumulate in underlying soil, and then gradually be released into the groundwater.

### ***City of Wasco***

Groundwater quality in the City of Wasco generally meets minimum standards set forth by the State Department of Health Services and the EPA (see table #); however, groundwater quality can vary depending on the conditions of the wells within a city. There are currently seven active wells in the City of Wasco, and three inactive wells. The wells within the City generally meet minimum standards; however there are three contaminants of concern: Nitrate, Dibromochloropropane (DBCP), and Ethylenedibromide (EDB). Bacteriological issues have contributed to contamination of the City wells in the past. Contamination of two City wells are attributed to nitrate, and one contaminated well is attributed to DBCP. In order to ensure that the amount of available water is not reduced due to water quality, the City frequently takes water samples at the various wells. Additionally, industrial and agricultural activities have not caused any significant water quality issues in the City of Wasco and are not expected into the future. Although there

have been contaminants found in several of the wells within the City, the problem has been remedied without any impact on the amount of usable groundwater. Similar to the Tulare Lake Basin as a whole, nitrate levels detected at several of the wells have been the main source of water quality problems in Wasco (City of Wasco, 2013).

The following table shows the results from the most recent water quality report for the City of Wasco (2013):

**Table 4.9-1 2013 Wasco Water Quality Report**

<b>Substance</b>	<b>Year Sampled</b>	<b>Violation</b>
<b>Regulated</b>		
Arsenic (ppb)	2013	No
Barium (ppm)	2013	No
Dibromochloropropane[DBCP] (ppt)	2013	No
Fecal coliform and E. coli [Total Coliform Rule] (# positive samples)	2013	No
Gross Alpha Particle Activity (pCi/L)	2011	No
Nitrate [as nitrate] (ppm)	2013	No
Total Coliform Bacteria [Total Coliform Rule] (# positive samples)	2013	No
Copper*	2011	No
Lead*	2011	No
<b>Secondary</b>		
Specific Conductance ( $\mu$ S/cm)	2013	No
Sulfate (ppm)	2013	No
Total Dissolved Solids (ppm)	2013	No
Lead	2013	No
<b>Unregulated</b>		

Substance	Year Sampled	Violation
1,2,3-Trichloropropane [TCP]2 (ppt)	2013	N/A; within typical range

Source: City of Wasco, 2013

## 4.9.2. STANDARDS OF SIGNIFICANCE

### 4.9.2.1. CEQA THRESHOLDS

Based on the significance criteria contained in Appendix G of the CEQA Guidelines, the construction and operation of the project is considered to have a significant adverse impact on the environment if it would:

1. Violate any water quality standards or waste discharge requirements;
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site;
4. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
5. Create or contribute runoff water which would exceed the capacity of existing or planned storm-water drainage systems or provide substantial additional sources of polluted runoff;
6. Otherwise substantially degrade water quality;
7. Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;
8. Place structures within a 100-year flood hazard area that would impede or redirect flood flows;
9. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or
10. Inundation by seiche, tsunami, or mudflow.

#### 4.9.2.2. METHODOLOGY

1. Analyze preferred growth areas identified in the Draft Wasco General Plan or potential conflicts with existing policies and programs that apply to each threshold in Section 4.9.2.1.
2. Determine proposed policies and programs in the General Plan that potentially minimize any identified conflicts resulting from the build-out of the Plan.

#### 4.9.3. IMPACT DISCUSSION

This section discusses the Plan specific and cumulative impacts related to hydrology and water quality, organized by the CEQA standards of significance.

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**HY-1** Build-out of the proposed Plan would result in **less-than-significant** impacts in regards to violating any water quality standards or waste discharge requirements

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The construction activities associated with build-out of the proposed Plan include excavation, soil stockpiling, boring, and/or grading that remove existing vegetation and cause soil erosion. Due to soil erosion, storm water has the potential to cause impacts to water quality including turbidity, increased algal growth, oxygen depletion, or sediment buildup in receiving waters. There are no natural bodies of water within Wasco city limits or its sphere of influence; however, bodies of water in the surrounding area might be subjected to these impacts. Within the sphere of influence, sediment build up could potentially impact water quality within the drainage system. The drainage system includes storm drain catch basins, culverts, and flood control channels that catch the runoff and direct it to the wastewater treatment plant (WWTP), unless the runoff is allowed to stand in a detention area and filter into the ground.

All project sites disturbing more than one acre are required to prepare and implement a SWPPP, in accordance with the SWRCB's General Construction Permit. The SWPPP includes measures that control erosion to the highest extent possible, including the timing of construction activities, spill prevention and clean-up practices, and temporary sediment traps (SWRCB, 2010). Incorporation of these or equivalent practices in accordance with the requirements of the SWRCB's General Construction Permit process would reduce this potentially significant impact on water resources during construction to less-than-significant.

Build-out of the proposed Plan will increase the amount of impervious surfaces in Wasco, which have the potential to increase polluted runoff into the drainage system. Some of these pollutants include oil and grease, metals, sediment, and pesticides from roadways,



parking lots, rooftops, landscaped areas, and other surfaces. Water quality in stormwater runoff is regulated by the Central Valley RWQCB and the municipal stormwater requirements (referred to as a Municipal Separate Storm Sewer System MS4 Permit) set by the SWRCB. These regulations require new development and redevelopment projects to incorporate treatment measures and other appropriate source control and site design features that minimize pollutants in runoff. Many of these requirements result in the construction of Low Impact Development (LID) techniques such as use of on-site infiltration through landscaping or vegetated swales that reduce pollutant loading in off-site discharges (SWRCB, 2013) (CVRWQCB, 2015). Incorporation of these design measures might even improve existing conditions.

Additional wastewater generated from the build-out of the proposed Plan will continue to be treated to Title 22 standards and adhere to the Central Valley RWQCB Permits for wastewater treatment and effluent and receiving water requirements.

Adhering to the mentioned regulations will prevent the build-out of the proposed Plan from violating federal and state water quality standards and waste discharge requirements. Furthermore, all project-level developments will undergo CEQA review and mitigation. Lastly, the following Plan policies and actions will reduce potential impacts to water quality, through design features and limited impervious surfaces:

**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 6.2***

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.

**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 1.4***

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.

#### **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.

#### **Applicable Regulations:**

Clean Water Act (CWA)  
 The Porter-Cologne Water Quality Control Act  
 Safe Drinking Water Act (SDWA)  
 State Water Resources Control Board's 303(d) list  
 Water Quality Control Plan for the Tulare Lake Basin

**Significance before mitigation:** Less than Significant

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**HY-2** Build-out of the proposed Plan would result in **potentially significant** impacts in regards to substantially depleting groundwater supplies or interfering substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level

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Build-out of the proposed Plan will increase demand for groundwater supplies, as the number of residential, industrial, commercial, and municipal activity increases. Recycled wastewater is a supply source for agriculture, landscaping, industry, wildlife habitat, and industry, but fresh groundwater from the Kern County Subbasin is the primary source for the City of Wasco (City of Wasco, 2013). The City has taken various initiatives to ensure the reliability of local water supply, including the "No Waste" Ordinance under the water conservation program. This ordinance requires water supply to meet Federal, State, and local standards. The City is also involved in the Kern County Integrated Regional Water Management Plan (IRWMP) and the Shafter-Wasco Irrigation Water Management Plan (IDWMP), both of which address the allocation, conservation, recharge, and recycling of limited water supplies in drought conditions. Additionally, the Kern County Water Agency monitors water conservation measures in Wasco, as a response to the Statewide Conservation Act (SB X7-7). All future projects will undergo CEQA review and mitigation, and SB 610 requires a Water Supply Analysis for all developments of over 500 single dwelling units.

Build-out of the proposed Plan may interfere with groundwater recharge through the increase of impervious surfaces, but regulations around stormwater management require on-site water retention and drainage improvements, as discussed in impact HY-1.

The discussed regulations will greatly reduce the water usage of new projects in the City of Wasco; however, those regulations and current infrastructure do not remove the city's dependence on groundwater supply for most of its demands. Groundwater is a finite and, due to the drought, a depleted resource in the San Joaquin Valley. The city cannot provide enough water to accommodate the projected population without further depleting the shallow aquifer. Thus, this impact is potentially significant and will require mitigation.

In addition to mitigation measures discussed in the next section and the mentioned regulations, the following policies in the proposed Plan will help minimize this impact:

**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.

***LU Policy 4***

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

***LU Action 4.1***

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.

***LU Action 4.2***



Adopt green building guidelines in the Zoning Code.

**Applicable Regulations:**

Groundwater Management Act  
Groundwater Elevation Monitoring Program Act  
Urban Water Conservation Act  
Water Conservation Act (SB X7-7)  
SB 610 and SB 221 (Urban Water Management Requirements)  
AB 2572 (Water Metering Requirements)  
State Updated Model Landscape Ordinance (AB1881)  
Kern County Integrated Regional Water Management Plan (IRWMP)  
Shafter-Wasco Irrigation Water Management Plan (IDWMP)  
City of Wasco Urban Water Management Plan

**Significance before mitigation:** Potentially Significant

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**HY-3** Build-out of the proposed Plan would result in **less-than-significant** impacts in regards to substantially altering the existing drainage pattern of the site or area in a manner which would result in substantial erosion or siltation on- or off-site.

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All subsequent developments of the proposed Plan are required by the Wasco Municipal Code to create on-site retention basins such that there is no net increase in storm drainage flows. Planned developments on vacant or agricultural land will alter the existing drainage pattern of the City due to the loss of pervious surfaces, but they will require CEQA review. Potential on- or off-site soil erosion or siltation will be mitigated through project-level CEQA.

In addition to the municipal code and CEQA, the following General Plan goals, policies, and actions will help mitigate this impact:

**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.

**COR Policy 7**

Protect Wasco's agricultural lands and agricultural related resources

**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.

**Applicable Regulations**

Clean Water Act

State Updated Model Landscape Ordinance (AB 1881)

State Water Resources Control Board's 303(d) list

Water Quality Control Plan for the Tulare Lake Basin

**Significance before mitigation:** Less than Significant

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**HY-4** Build-out of the proposed Plan would result in **less-than-significant** impacts in regards to substantially altering the existing drainage pattern of the site or area or substantially increasing the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

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Build-out of the proposed Plan will increase the amount of impervious surfaces in Wasco, which will increase runoff. Stormwater runoff is regulated by the Central Valley RWQCB and the municipal stormwater requirements (referred to as a Municipal Separate Storm Sewer System MS4 Permit) set by the SWRCB. These regulations require new development and redevelopment projects to incorporate site design features that minimize runoff, including the construction of Low Impact Development (LID) techniques. These techniques include on-site infiltration through landscaping or vegetated swales that reduce run-off (SWRCB, 2013) (CVRWQCB, 2015).

Additionally, all subsequent developments of the proposed Plan are required by the Wasco Municipal Code to create on-site retention basins such that there is no net increase in storm drainage flows. Moreover, all new development projects will undergo CEQA review and mitigation.

The regulatory framework, in addition to the following proposed Plan policies, around drainage and on-site water retention assure this impact will be less than significant:

**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.

**COR Policy 7**

Protect Wasco's agricultural lands and agricultural related resources

**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.

**Applicable Regulations**

National Flood Insurance program  
The Cobey-Alquist Floodplain Management Act  
2007 Flood Legislation  
California Uniform Building Code

**Significance before mitigation:** Less than Significant

---

**HY-5** Build-out of the proposed Plan would result in **less-than-significant** impacts in regards to creating or contributing runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

---

Build-out of the proposed Plan will increase the amount of impervious surfaces in Wasco, which have the potential to increase runoff, including polluted runoff, into the drainage system. Some of these pollutants include oil and grease, metals, sediment, and pesticides from roadways, parking lots, rooftops, landscaped areas, and other surfaces. Water quality in storm water runoff is regulated by the Central Valley RWQCB and the



municipal storm water requirements (referred to as a Municipal Separate Storm Sewer System MS4 Permit) set by the SWRCB. These regulations require new development and redevelopment projects to incorporate treatment measures and other appropriate source control and site design features that minimize pollutants in runoff. Many of these requirements result in the construction of Low Impact Development (LID) techniques such as use of on-site infiltration through landscaping or vegetated swales that reduce pollutant loading in off-site discharges (SWRCB, 2013) (CVRWQCB, 2015). These design features will also offset the additional runoff that would otherwise occur as a result of the loss of pervious surfaces.

Additionally, all subsequent developments of the proposed Plan that are not already served by the existing drainage infrastructure are required by the Wasco Municipal Code to make necessary drainage improvements. Finally, all subsequent developments will undergo CEQA review and mitigation.

The regulatory framework, in addition to the following General Plan policies, around drainage and on-site water retention assure this impact will be less than significant:

**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.

**COR Policy 7**

Protect Wasco's agricultural lands and agricultural related resources

**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.

**Applicable Regulations**

Clean Water Act

Water Quality Control Plan for the Tulare Lake Basin

**Significance before mitigation:** Less than Significant

---

**HY-6** Build-out of the proposed Plan would result in **less-than-significant** impacts in regards to otherwise substantially degrading water quality.

---

Compliance with local, state, and federal water quality and flood prevention regulations, as well as relevant General Plan policies mentioned under HY 1-5, assures that build-out of the General Plan will not otherwise substantially degrade water quality.

**Applicable Regulations**

Clean Water Act (CWA)

Water Quality Control Plan for the Tulare Lake Basin

**Significance before mitigation:** Less than Significant

---

**HY-7** Build-out of the proposed Plan would result in **no impacts** in regards to placing housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.

---

The proposed Plan has the following policies and action which explicitly address this impact:

**SA Policy 4**

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

**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.

**Applicable Regulations**

National Flood Insurance Act

The Cobey-Alquist Floodplain Management Act

**Significance before mitigation:** No Impacts

---

**HY-8** Build-out of the proposed Plan would result in **no impacts** in regards to placing within a 100-year flood hazard area structures which would impede or redirect flood flows.

---

The proposed Plan has the following policies and action which explicitly address this impact:

**SA Policy 4**

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

**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.

### **Applicable Regulations**

National Flood Insurance Act

The Cobey-Alquist Floodplain Management Act

**Significance before mitigation:** No impact

---

**HY-9** Build-out of the proposed Plan would result in **less-than-significant** impacts in regards to exposing people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam

---

As previously mentioned, the proposed Plan prohibits incompatible land uses and development within the 100-year and 500-year floodplains, and prohibit residential development within the regulatory floodway. Build-out of the proposed Plan will not increase the risk of loss, injury, or death involving flooding due to the failure of a levee or dam. The Lake Isabella Dam, located 50 miles east of Wasco, is the greatest threat to the City. However, the Kern County Multi-Hazard Mitigation Plan does not indicate that Wasco is at risk of flooding due to dam inundation. The Kern County MHMP does indicate that Wasco is not located in a designated levee-protected area (Kern County, 2005). However, these conditions will persist regardless of the build-out of the General Plan. Existing federal, state, regional, and local flood damage prevention regulations and the following proposed Plan policies assure that any subsequent development will not increase the existing risk:

#### **SA Policy 4**

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

#### **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.

#### **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.

***COR Policy 7***

Protect Wasco's agricultural lands and agricultural related resources

***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 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, and 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.

**Applicable Regulations**

The National Flood Insurance Act  
 The Cobey-Alquist Floodplain Management Act  
 2007 Flood Legislation  
 Clean Water Act  
 Kern County Multi-Hazard Mitigation Plan  
 Wasco Municipal Code

**Significance before mitigation:** Less than Significant

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**HY-10** Build-out of the proposed Plan would result in **no impacts** in regards to inundation by seiche, tsunami, or mudflow

---

The City of Wasco is not at risk of sea level rise and tsunamis. There are no large bodies of water within the City that would create a risk of inundation by seiche or mudflow (Kern County, 2005).

**Applicable Regulations:**

None



**Significance before mitigation:** No impact

#### 4.9.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

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**HY-2** Build-out of the proposed Plan would result in **potentially significant** impacts in regards to substantially depleting groundwater supplies or interfering substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level

---

**Mitigation HY-2a:**

Complete expansion of the Wastewater Treatment Plant from 3.0 MGD to 4.5 MGD, allowing for additional wastewater to be recycled as agricultural irrigation, which reduces the consumption of fresh groundwater and recharges the supply.

**Mitigation HY-2b:**

Update the Urban Water Management plan to use recycled water in excess of agricultural demands for other purposes, such as landscaping.

**Mitigation HY-2c:**

Implement the 2015 Model Water Efficient Landscape Ordinance to reduce the amount of potable water used for landscape irrigation.

**Mitigation HY-2d:**

The City will comply with all State of California Water Conservation measures and the Sustainable Groundwater Management Act.

**Significance After Mitigation:** Less than Significant

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## 4.10. LAND USE

Would the Proposed Plan:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 4.10.1. ENVIRONMENTAL SETTING

#### 4.10.1.1. REGULATORY FRAMEWORK

##### Federal Regulation

There are no federal regulations that govern local land use decisions.

##### State Regulations

*California Governor's Office of Planning and Research*

According to Public Resources Code, Section 2762 (a) and the California Government Code, Section 65302 (a) the element must identify all land use areas within the Wasco



planning boundary. The California Governor's Office of Planning and Research (OPR) requires a land use element to include a land use map and a description and location of different land uses and the allowable density and extent of the buildings located within these uses. The land use element within the general plan must identify all land use areas within the planning boundary. OPR requires a land use element to include a map of the different land uses, a description of those land uses, and the allowable density within the uses. All elements of a general plan must be consistent with one another, so that no policies conflict. It is particularly important that the land use element is consistent with both the circulation and housing elements (OPR, 2003).

### *Sphere of Influence*

The Cortese-Knox Act established the Local Agency Formation Commission (LAFCO) in each county with the authority to review, approve, or deny proposals for boundary changes. Each LAFCO consists of elected officials from the county, local cities, special districts, and a member of the general public. LAFCO's main priority is establishing a "sphere of influence" for the various government entities within its jurisdiction. A city's Sphere of Influence (SOI) encompasses incorporated land and unincorporated territory that is the city's ultimate service area (OPR, 2003). The Kern County LAFCO, the agency which has jurisdiction over the City of Wasco, determined a SOI for Wasco of approximately 6,021 acres of unincorporated land.

## **Local and Regional Regulations**

Beside local and regional ordinances on development, planning for Wasco is also influenced by plans of regional agencies such as the California Department of Transportation (Caltrans) and the Kern County Council of Governments (KCOG). Documents produced by these agencies that affect land use planning within the Wasco Planning Area are:

### *KCOG Sustainable Communities Plan*

The KCOG Sustainable Communities Plan establishes a 26-year blueprint of regional transportation goals, policies, and actions intended to guide development of the planned multimodal transportation systems in Kern County. The Plan has the potential to affect transportation land use patterns in Wasco through its long-term vision proposals to expand bicycle lanes and encourage transit compatible development.

### *KCOG Regional Growth Forecast Report*

The KCOG 2009 Regional Growth Forecast Report provides a regional forecast of the region's projected housing need by household income group. The report projects substantial population growth for the City of Wasco, which affects its housing growth and other land use needs.

### *Kern County Airport Land Use Compatibility Plan*

The Kern County Airport Land Use Compatibility Plan provides guidance for the regulation of land uses around the various public use airports in the county including incorporated cities. The Plan directly impacts land development in the vicinity of the Wasco-Kern County Airport to the north of Wasco.

#### **4.10.1.2. EXISTING CONDITIONS**

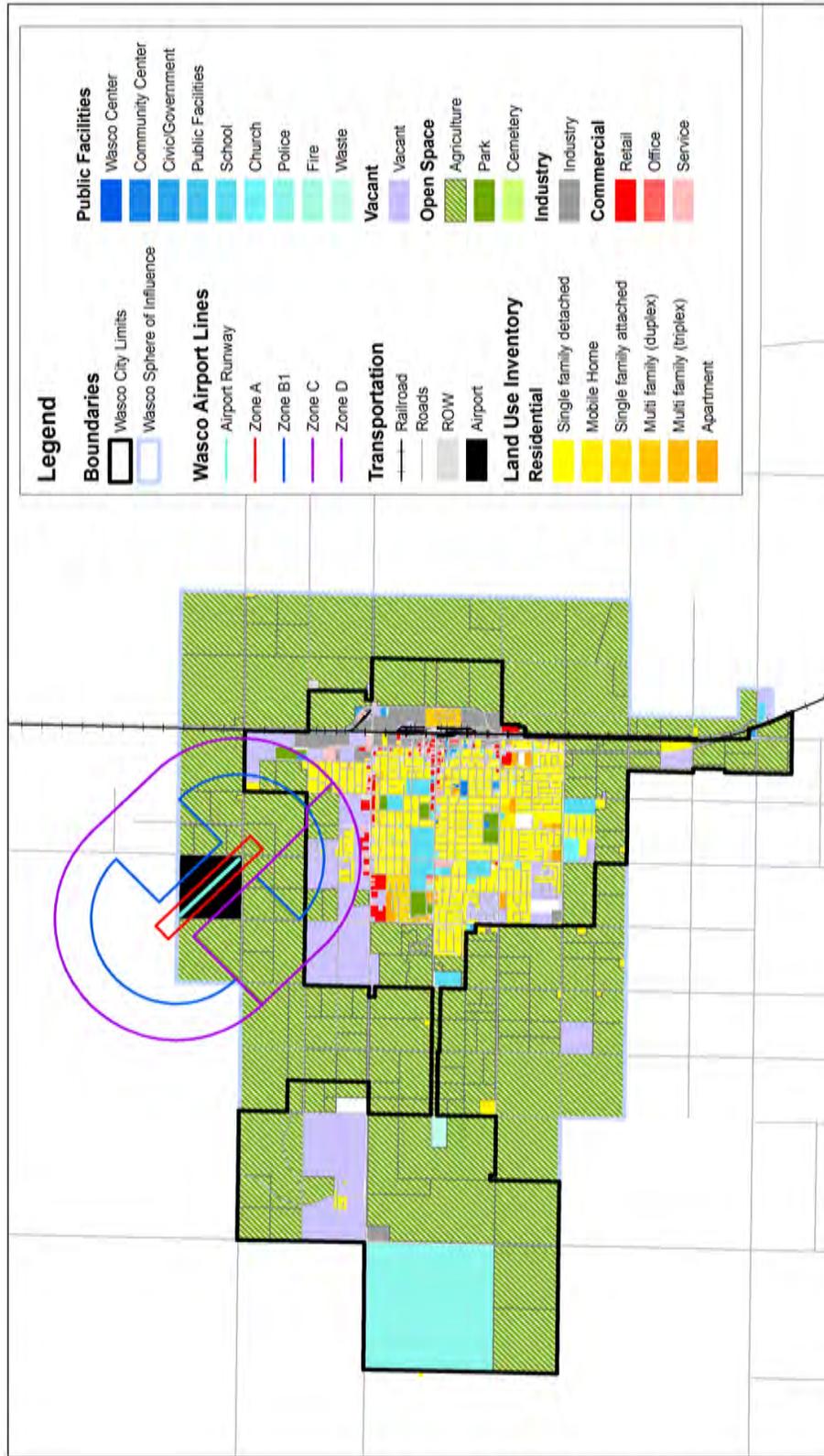
##### **Inventory of Existing Land Use**

The Wasco Land Use Inventory includes a visual survey of 5,343 parcels in the City and Sphere of Influence, which covered the following land use categories: agriculture, commercial, industrial, mixed-use, multi-family, other, park, public facility, single-family, and vacant. The City's sphere of influence (SOI) encompasses an area of approximately 11,487 acres, approximately 18 square miles, of which 5,466 acres (48%) is within the city limits. Map 4.10-1 shows the primary land uses observed on various parcels of land in 2014. The following subsections identify the acreages of subcomponents of key land use categories in Wasco. Table 4.10.1 is a summary of the distribution of acreage by major land use categories.

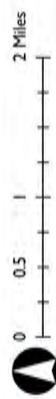
**Table 4.10-1 Acreage by Land Use Type in Wasco**

Primary Land Use Observed	2014 Land Use Inventory			
	City Limits (acres)	Percent in City	Sphere of Influence (acres)	Percent in Sphere
Agriculture	2,623	48.0%	8,352	72.7%
Commercial	98	1.8%	98	0.9%
Industrial	168	3.1%	170	1.5%
Low Density Residential	697	12.8%	724	6.3%
Medium Density Residential	110	2.0%	116	1.0%
High Density Residential	36	0.7%	36	0.3%
Park	59	1.1%	59	0.5%
Public Facilities	194	3.5%	358	3.1%
State Prison	629	11.5%	629	5.5%
Vacant/Right-of-way/Drainage channels	852	15.6%	946	8.2%
<b>Total</b>	<b>5,466</b>	<b>100%</b>	<b>11,487</b>	<b>100%</b>

Map 4.10-1 City of Wasco Existing Land Use (2014)



City of Wasco, CA



Source: Kern County GIS, Cal Poly Land Use Inventory

Document Path: C:\Users\stacelmm\Desktop\Map\2014 Land Use Inventory.mxd

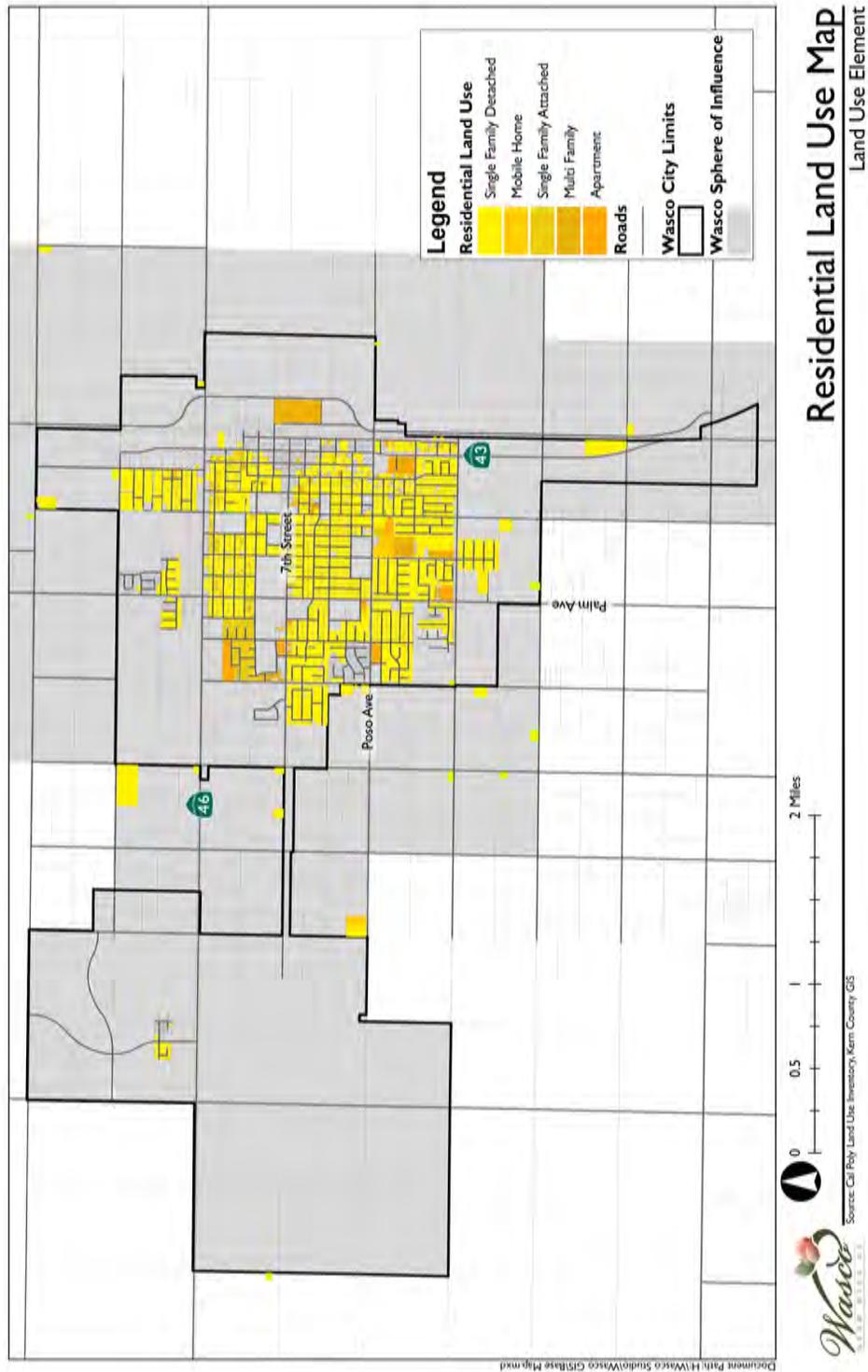
## Residential Land Use

In 2014, residential properties occupied 844 acres or nearly 16 percent of the land within Wasco city limits. The majority of residential units in Wasco are single family detached, comprising approximately 83 percent of the existing housing stock. Single family attached units make up the second largest residential land use, with approximately 6 percent of the total housing stock. As shown on Map 4.10-2, residential land uses are centralized around the city of Wasco’s grid circulation network. The majority of single family homes are located south of SR 46 and most of the high density parcels are located at the edges of the city or south of Poso Drive. Table 4.10-2 shows the distribution of acreage by housing type in 2014.

**Table 4.10-2 Residential Land Use Breakdown**

Residential	Parcels	Acres	Percent of Acreage
<b>Single-family detached</b>	3,794	697	83%
<b>Single-family attached</b>	295	53	6%
<b>Multi-family (duplex)</b>	49	31	4%
<b>Multi-family (triplex)</b>	15	3	0.3%
<b>Multi-family (quad)</b>	6	14	2%
<b>Apartment</b>	50	36	4%
<b>Mobile Home</b>	7	9	1%
<b>Total</b>	<b>4,216</b>	<b>844</b>	<b>100%</b>

Map 4.10-2 Residential Land Use displays the spatial location of residential land uses.



## Commercial Land Use

There were 98 acres of commercial land in Wasco in 2014. This accounts for only 2 percent of total city acres. Commercial uses are concentrated along 7th Street and the segments of SR 46 that run through the northern portion of Wasco. Commercial spaces along 7th Street are predominantly local retail and specialty shops, and the primary banking center. Commercial spaces along SR 46 are geared towards large box retail, fast-food establishments, specialty services, and tourist-serving activities. Table 4.10-3 gives a parcel and acre breakdown of existing commercial land uses in the city of Wasco. Map 4.10-3 shows the spatial distribution of these commercial categories throughout the city.

**Table 4.10-3 Commercial Land Use Breakdown**

Commercial	Parcels	Acres	Percent of Acreage
<b>Retail</b>	93	56	58%
<b>Service</b>	59	36	37%
<b>Office</b>	14	5	5%
<b>Total</b>	<b>166</b>	<b>98</b>	<b>100%</b>

### Community Retail

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. Local retail commercial places include: local grocery stores, big-box stores, locally owned clothing and specialty shops. The retail category accounts for 56 acres of total commercial space in Wasco, 58 percent of total commercial acres.

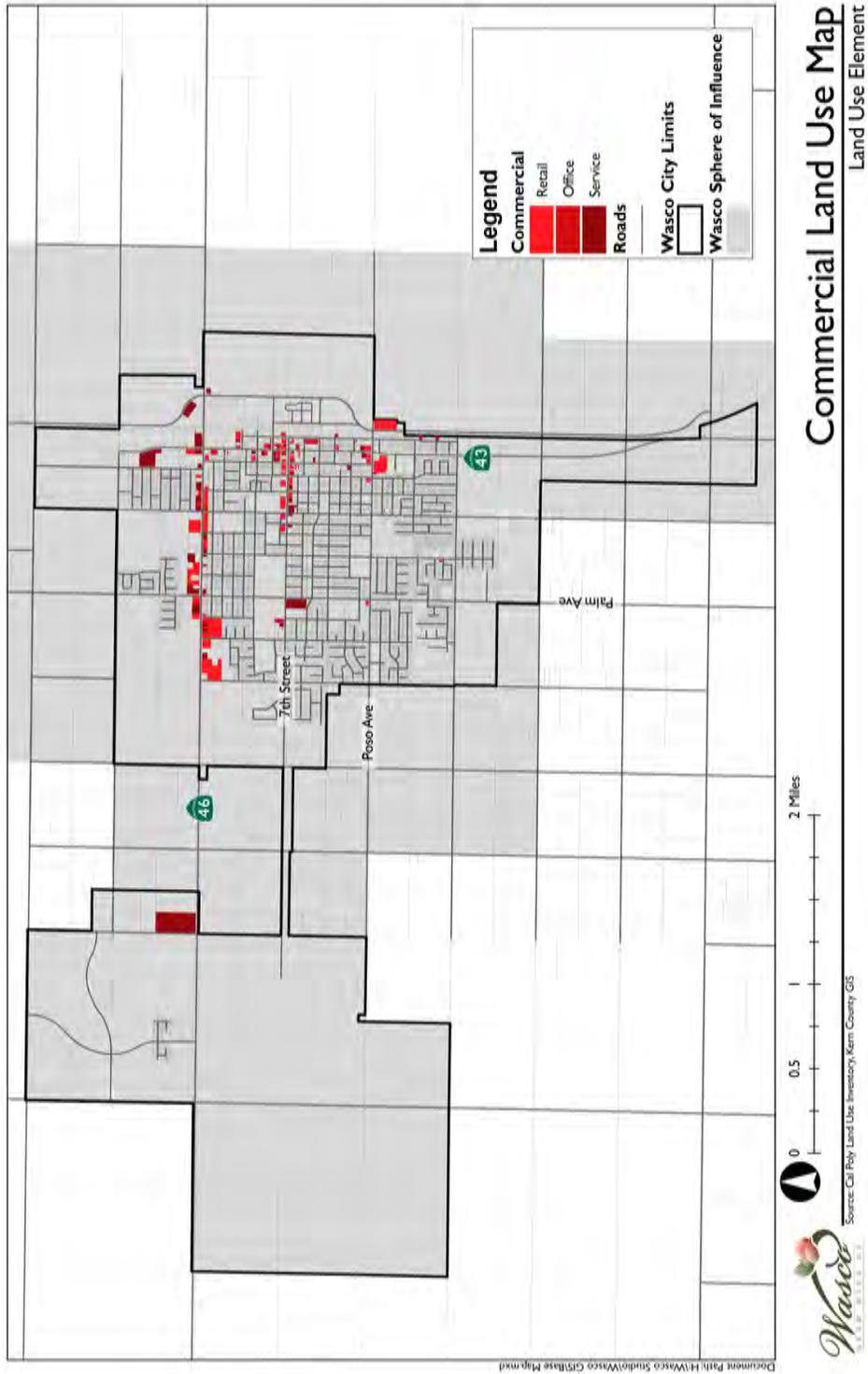
### Service

Service commercial land use includes any business that does work for a customer, sometimes provide a good, 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 36 acres of total commercial space in Wasco, 37 percent of total commercial acres.

### Office

Office commercial land use includes businesses, financial, and professional services. Some local office services would include: local banks, insurance offices, and other professional office space. This commercial category accounts for 5 acres of total commercial space in Wasco, 5 percent of total commercial acres.

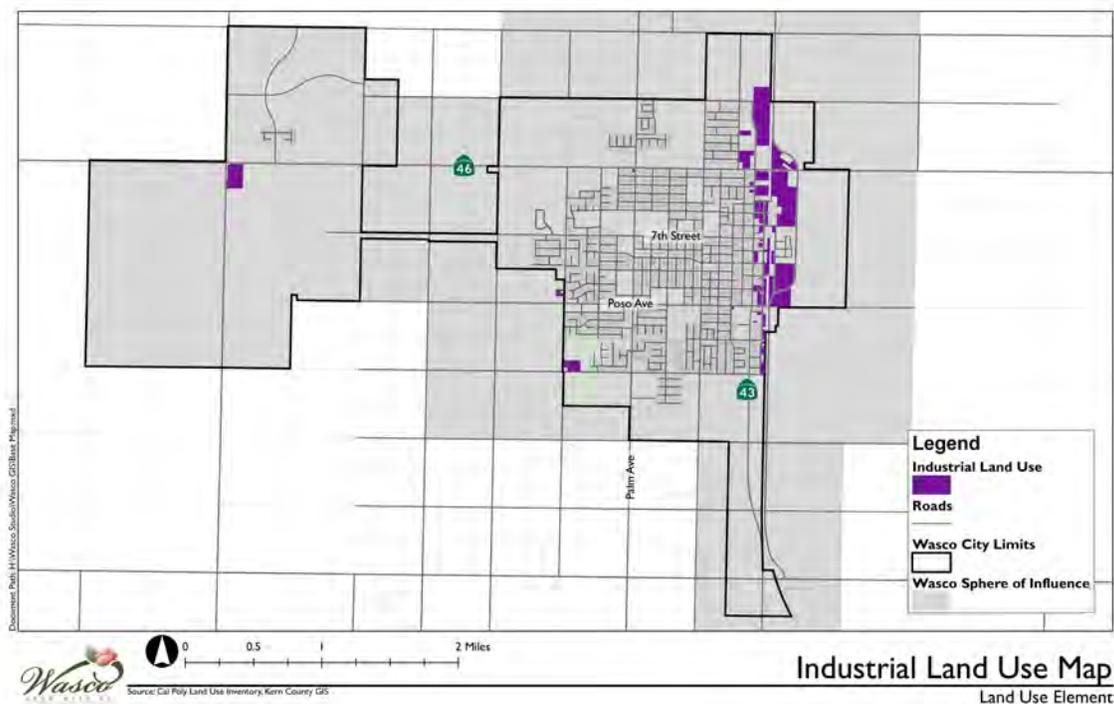
Map 4.10-3 Commercial Land Use



## Industrial Land Use

There are 168 acres of industrial land in Wasco. This accounts for 3 percent of total acreage within the city limits. Industrial uses are concentrated along both sides of SR 43 and north of SR 46. Map 4.10-4 shows the distribution of industrial uses in Wasco. The Plan encourages future industrial expansion outside of the City and to the east, closer to SR 99. The majority of industrial uses in Wasco are characterized as warehouses or storage; this includes a coal processing facility along SR 43 and a large agricultural processing facility north of SR 46.

**Map 4.10-4 Industrial Land Use**



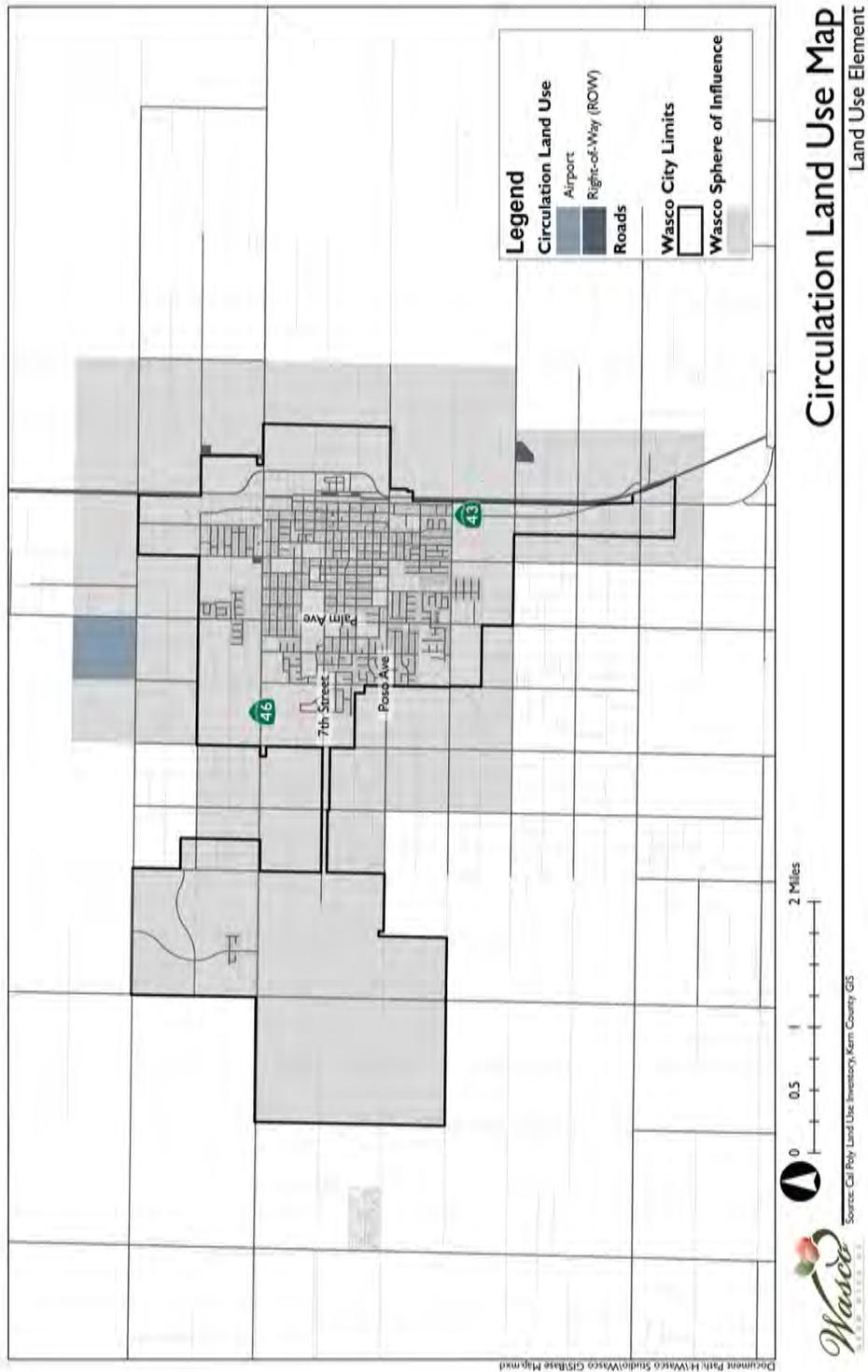
## Circulation Land Use

The City of Wasco is bordered to the north by the Wasco-Kern County Airport. The airport is located at the northwest corner of N. Palm Ave. and McCombs Road. The general aviation airport covers 158 acres outside city limits and has one runway. Right of way accounts for 7 percent of circulation land use within the Sphere of Influence and includes parcels occupied by railroad tracks or private roadways. The airport encompasses approximately 15 percent of all circulation land use in the Sphere of Influence. The remaining 79 percent of circulation land use within the Sphere of Influence is dedicated towards public roadways. Table 4.10-4 provides a breakdown of the existing circulation elements. Map 4.10-5 shows the spatial distribution of right of way and location of the Wasco-Kern Airport, railroad tracks, and roads.

**Table 4.10-4 Circulation Land Use Breakdown**

2014 Land Use Inventory				
Circulation	City Limits (acres)	Percent in City	Sphere of Influence (acres)	Percent in Sphere
ROW	25	4%	69	7%
Airport	-	0%	158	15%
Roads	634	96%	834	79%
<b>Total</b>	<b>659</b>	<b>100%</b>	<b>1,061</b>	<b>100%</b>

Map 4.10-5 Circulation Land Use



## Open Space Land Use

Open space is comprised of active (parks) and passive (agriculture) open spaces that occupy 2,682 acres within Wasco’s city limits, or 49 percent of the total City acreage. Table 4.10-5 shows the overall distribution of open space in Wasco. The majority of open space land is in temporary agricultural use on urban land within the City and permanent agricultural land within the sphere. There is, nevertheless, open space land dedicated towards parks whose primary purpose is recreation. Parks are discussed further in Section 4.14 Public Services.

**Table 4.10-5 Open Space Land Use Breakdown**

Open Space	2014 Land Use Inventory			
	City Limits (acres)	Percent in City	Sphere of Influence (acres)	Percent in Sphere
	2,623	98%	8,352	99%
Park	59	2%	59	1%
<b>Total</b>	<b>2,682</b>	<b>100%</b>	<b>8,410</b>	<b>100%</b>

Map 4.10-6 Existing Parks Map



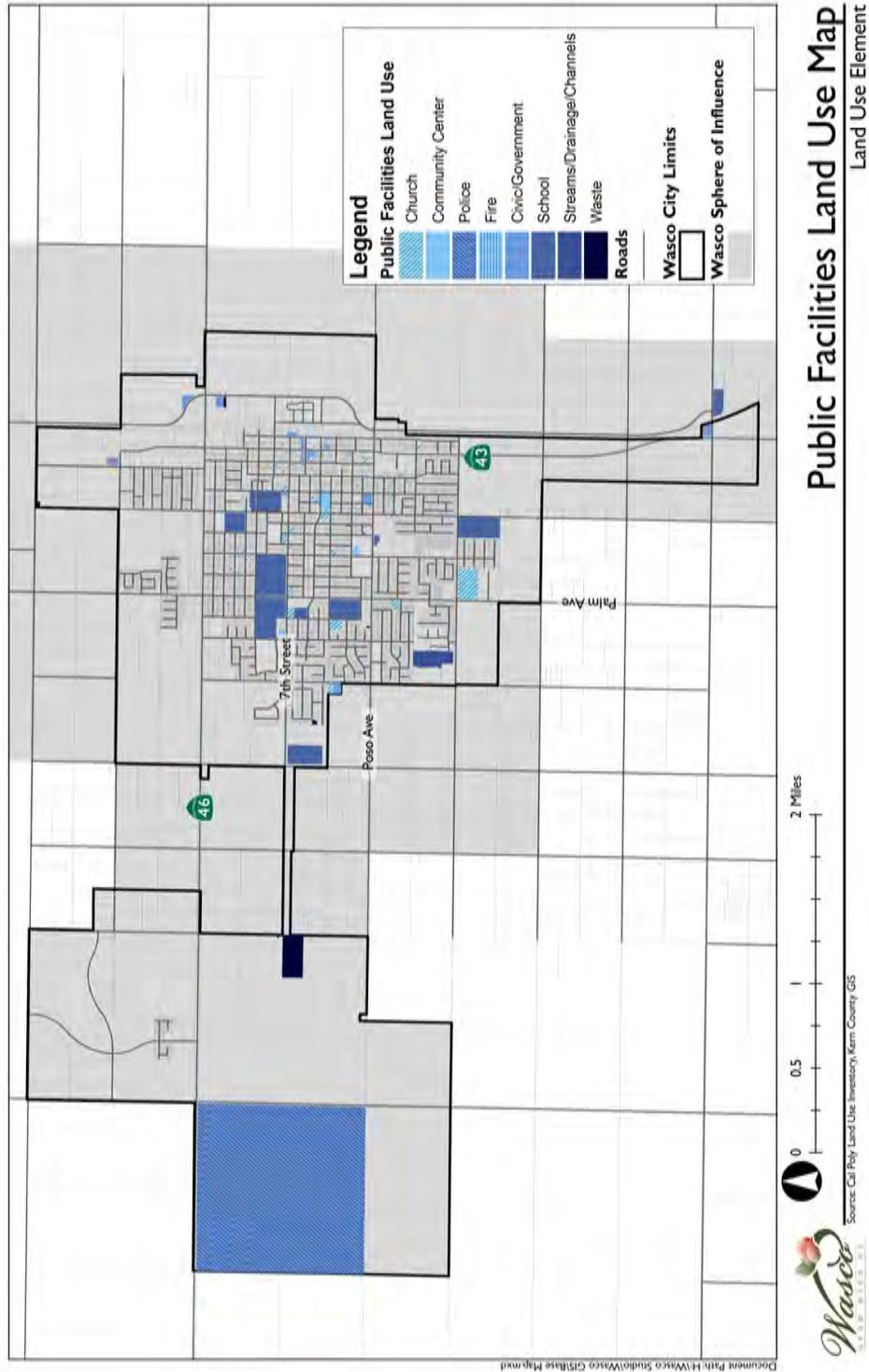
## Public Facilities

According to the 2014 Land Use Inventory, Wasco public facilities occupy approximately 842 acres of land within the sphere of influence. If the State Prison is included, public facilities account for 15 percent of all the total acreage within city limits. The prison alone occupies more than 12 percent of total City acreage and stands as the largest single element of public facilities in the City, making up 75 percent. Other public facilities include: schools, fire stations, police stations, public works facilities, and other spaces owned by public agencies. Table 4.10-6 provides an overview of public facilities in Wasco. Map 4.10-7 provides a visual display of public facility locations throughout the City.

**Table 4.10-6 Public Facilities Land Use Breakdown**

Public Facilities	2014 Land Use Inventory			
	City Limits (acres)	Percent in City	Sphere of Influence (acres)	Percent in Sphere
School	121	14%	126	15%
Waste	21	2%	21	2%
Community Center	7	1%	7	1%
Church	29	3%	29	3%
Civic / Government	16	2%	16	2%
Fire	1	0%	1	0%
State Prison/ Police	629	75%	629	75%
Streams / Drainage / Channels	13	2%	13	2%
<b>Total</b>	<b>836</b>	<b>100%</b>	<b>842</b>	<b>100%</b>

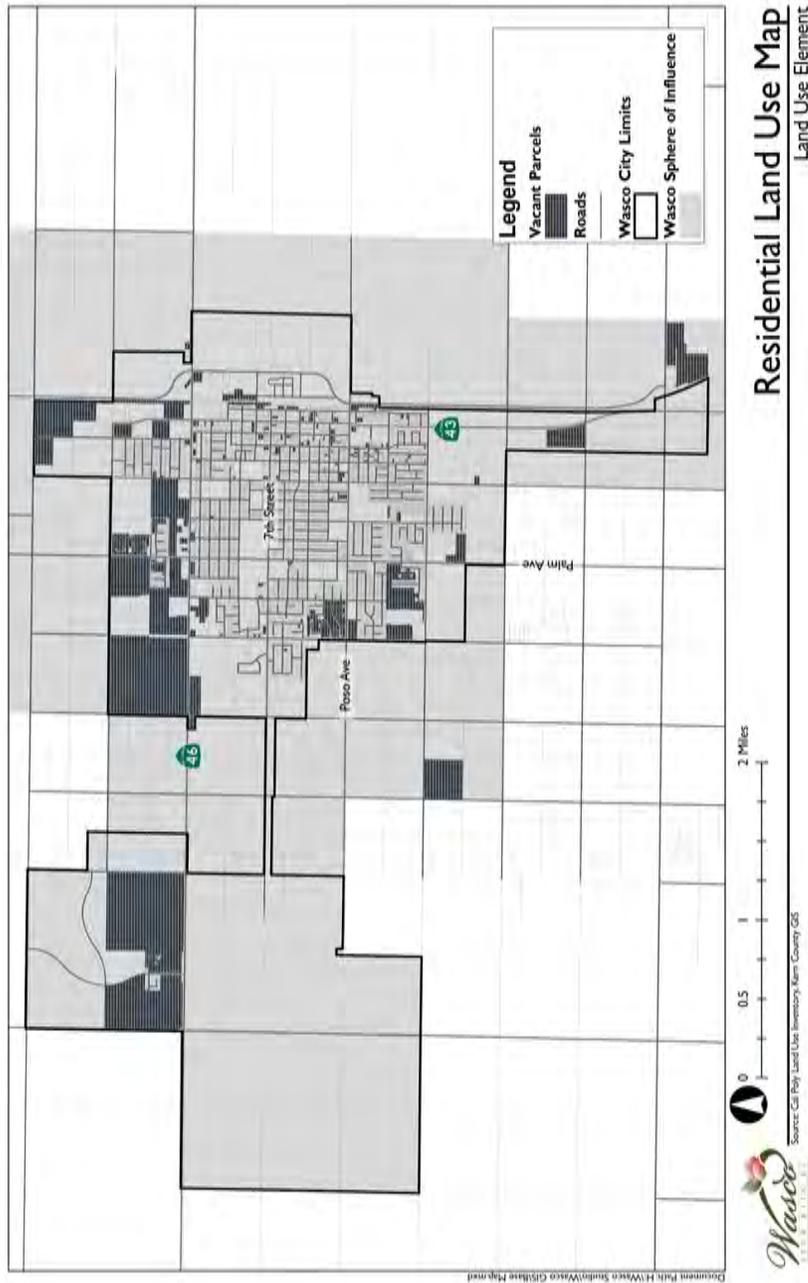
Map 4.10-7 Public Facilities Land Use



## Vacant Land

The 2014 land use inventory identified approximately 813 acres of vacant land in Wasco. That amounts to 15% percent of the total acreage within city limits. The dispersion of vacant parcels in the city is depicted in Map 4.10-8.

**Map 4.10-8 Vacant Land in the City of Wasco**



## 4.10.2. STANDARDS OF SIGNIFICANCE

### 4.10.2.1. CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines (2014), the proposed Plan would have a significant effect on the environment with respect to land use if it would:

1. Physically divide an established community;
2. Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or
3. Conflict with any applicable habitat conservation plan or natural community conservation plan.

### 4.10.2.2. METHODOLOGY

To review the potential cumulative impacts on land use and planning that may result from the adoption of the proposed Plan, a review of various documentation and information sources was conducted. The proposed Plan was then compared to the existing conditions to determine if there would be any potential impacts on land use and planning in the proposed Plan area.

## 4.10.3. IMPACT DISCUSSION

The following is a discussion of the environmental impacts of the Plan with regard to land use and planning.

---

**LU-1** The proposed Plan **would not** physically divide an established community.

---

The proposed Plan is a long range policy document designed to help guide future development that would complement the existing land use pattern of Wasco in conjunction with aiding community development. The proposed Plan does not contain any specific policies that would physically divide an established or existing community. The General Plan seeks to develop greater connection throughout the City through the implementation of the Plan, and seeks to prevent new development from dividing established communities through the following 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 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.

## **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.

In order to preserve Wasco's policy of maintaining a small town rural character, Wasco's Preferred Growth Scenario has adopted and directed a majority of the proposed new developments and land uses to occur on vacant or underutilized land in six designated areas of growth. It is noteworthy that changes are concentrated within City limits. Half of the open space land within City limits, is in agriculture use, but is zoned for urban development. All of the urban land identified as vacant is to be built on during the plan horizon to satisfy space needs for commercial, residential, industrial, and public facilities.

In the Sphere of Influence (SOI) outside current City limits, there is projected to be loss of open space and vacant land in favor of residential development. 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 Plan. It is also noteworthy that the rather high population projection and attendant space needs for housing are accommodated mainly within City limits. Thus the two dominant land uses in the SOI outside the City would remain agriculture and housing.

The Plan includes the following policies and actions to ensure consistent community development and avoid dividing existing communities:

**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 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 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 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 9.4**

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

**Applicable Regulations:**

None

**Significance Before Mitigation:** Less than Significant.

---

**LU-2** The proposed Plan **would less-than-significantly conflict** with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

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According to California state law, the general plan is the primary document for guiding the direction of physical development within a city. Adoption of the plan will update policies and land use designations for future, and is therefore, by nature, often inconsistent with existing regulations. The City's zoning ordinance is the primary way that the City administers the General Plan. It takes into account the General Plan policies and translates them into specific land use regulations, development standards, and performance criteria that manage development on individual parcels. After adoption of a new general plan the City must also update the zoning ordinance and map in order to maintain consistency. Therefore, the zoning ordinance would be updated as a necessary supplement to the proposed Plan. The updated Zoning Ordinance would be adopted by the City within reasonable time frame of the adoption of the General Plan Update, in order to ensure consistency with this plan.

In addition to the General Plan policies, other Wasco regulations will need to be revised. Most notably, the Zoning regulations in the City's municipal code will need to be updated to ensure consistency with the proposed Plan once it is implemented. Since the proposed Plan does not conflict with Specific Plans and requires a framework for applicable to ensure consistency with other local plans this impact is considered less-than-significant.

Furthermore, the proposed Plan comprises the following policies and actions that would require compliance or revisions in the Zoning regulations to ensure consistency:

***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 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.

**Applicable Regulations:**

None

**Significance Before Mitigation:** Less than Significant

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**LU-3** The proposed Plan **would not conflict** with any applicable conservation plan or natural community conservation plan.

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There are two local Habitat Conservation Plans Kern County Valley Floor Habitat Conservation Plan 2006 (VFHCP) and Metropolitan Bakersfield Habitat Conservation Plan 1994 that pertain to the surrounding area of Wasco, including in the planning area. The proposed Plan's policies do not conflict with any applicable habitat conservation plan or natural community conservation plan, as they comply and are consistent with Federal, State, and Local Plans. Impacts would therefore be considered less than significant. The Plan includes the following policies and actions to protect natural resources, and maintain constancy with other agency plans.

**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 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.

See Section 4.2 Agricultural Resources and Section 4.4 Biological Resources for additional discussion and policies.

**Applicable Regulations:**

Kern County Valley Floor Habit Conservation Plan 2006 (VFHCP)

Metropolitan Bakersfield Habitat Conservation Plan 1994

**Significance Before Mitigation:** Less than Significant.

#### **4.10.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES**

Land use requires no mitigation.



## Land Use References

City of Wasco, CA. (2015). Draft Wasco 2040 General Plan. Prepared by California Polytechnic State University, San Luis Obispo.

—. (2014). Draft Wasco 2040 General Plan Background Report. Prepared by California Polytechnic State University, San Luis Obispo.

—. (2014). City of Wasco Municipal Code. Title 16 Subdivisions. Retrieved from: <http://www.codepublishing.com/ca/Wasco/>

—. (2014). City of Wasco Municipal Code Title 17 Zoning. Retrieved from: <http://www.codepublishing.com/ca/Wasco/>

Kern Council of Governments (KCOG). (2012, December). 2014 Preliminary Regional Transportation Plan (RTP). Retrieved from: <http://www.ca-ilg.org/sites/main/files/fileattachments/kern-cog-rtp.pdf>

—. (2014). 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)

Kern County (2009). General Plan Land Use Element. Retrieved from: <http://www.co.kern.ca.us/planning/pdfs/kcgp/KCGPChp1LandUse.pdf>

—. (2006). Kern County Valley Floor Habitat Conservation. Retrieved from: [https://www.co.kern.ca.us/planning/pdfs/vfhcp\\_dec06.pdf](https://www.co.kern.ca.us/planning/pdfs/vfhcp_dec06.pdf)

—. (1994). Metropolitan Bakersfield Habitat Conservation Plan. Retrieved from: <http://www.co.kern.ca.us/planning/pdfs/metrobakhcp.pdf>

## 4.11. MINERAL RESOURCES

Would the Proposed Plan:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 4.11.1. ENVIRONMENTAL SETTING

The City of Wasco is located in a region where the primary resource is petroleum. Several oil wells exist within both city limits and within Wasco's sphere of influence. There are no Mineral Resource Zones (MRZs) within Wasco but there has been sand and gravel extraction nearby in the past.

#### 4.11.1.1. REGULATORY FRAMEWORK

##### Federal Regulations

###### *United States Environmental Protection Agency Superfund Program*

The Superfund Program is a federally sponsored program to remediate the nation's uncontrolled or abandoned hazardous waste sites. There are no Superfund sites within existing or future city limits or sphere of influence.



## State Regulations

### *Division of Oil, Gas, and Geothermal Resources (DOGGR)*

DOGGR oversees the drilling, operation, maintenance, plugging, and abandonment of oil, gas, and geothermal wells. DOGGR's regulatory program promotes the sensitive development of oil, natural gas, and geothermal resources in California through sound engineering practices. The agency is also concerned with preventing pollution and implementing public safety programs. To enforce its regulatory program, DOGGR requires contractors to avoid building over or near plugged or abandoned oil and gas wells. It also requires the remediation of such wells to current DOGGR standards.

### *Surface Mining and Reclamation Act of 1975 (SMARA)*

The SMARA regulates actions associated with mining operations, such as inspections, permits, and subsequent remediation actions. The Act requires a county-wide geology and mineral resource report to be prepared by the California Division of Mines and Geology (SMARA, 2013).

## Local Regulations

The City has local ordinances and zoning related to mineral resources and character. The proposed Plan is not subject to these regulations, but may work in concert in them where the Plan does not supersede them. For these reasons, all local regulations are cataloged in section 4.11.1.2 Existing Conditions.

### **4.11.1.2. EXISTING CONDITIONS**

Mineral and petroleum resources are the basis of the economy in Kern County. The primary activity in Kern County is petroleum extraction, however other economic mineral resources include borax, cement production, and construction aggregates (Kern County Planning Department, 2009). In 2009, Kern County produced more oil than in any other county in both California and the nation; ten percent of the Nation's total oil production occurred in Kern County. Although petroleum resources are finite and will eventually be depleted, continuation of its extraction is expected to continue for decades into the future. Petroleum extraction and production in Kern County is subject to fluxes in the worldwide oil industry. Oil fields are abandoned as a result of these fluxes, and in the future, once oil production is no longer viable in Kern County, oil fields will need to be reused for other purposes. Reuse of these oil fields will often require clean-up of the site and restoration

of the site back to its original condition, as feasible (Kern County Planning Department, 2009).

Valuable petroleum resources are found extensively throughout the County. Urban and residential development can reduce availability of valuable petroleum resource areas if local jurisdictions do not work closely with the County to establish a strategy to ensure these lands are protected. Conversely, equipment associated with oil wells in petroleum resource areas can cause aesthetic degradation, as well as health and safety issues. Ensuring the compatibility of surrounding land uses is an important consideration, according to the Kern County General Plan, when attempting to balance the need to extract petroleum resources and urban development (Kern County Planning Department, 2009).

Several oil wells are found within Wasco's sphere of influence and within City boundaries. Map 4.11-1 shows the location of the oil wells. Limiting development in areas with important mineral resources, such as oil, will ensure the availability of these resources into the future. Additionally, when oil wells are eventually abandoned, reuse of these sites will be an important consideration.

The Municipal Code, before implementation of the proposed Plan addresses mineral resources as follows:

*City of Wasco Municipal Code, Chapter 17.67 Oil and Gas Productions*

Under Chapter 17.67 of Wasco's Municipal Code, the City complies with the California Public Resource Code Section (PRC) 3000 et seq. and the American National Standards Institute relating to oil and gas exportation and production. The Code is established to safeguard and control the present operation and future drilling, production of oil, gas, and other hydrocarbon substances within the City so that such activities are conducted in harmony with other uses of land within the City, thus protecting the people of the City in the enjoyment and use of their property and providing for their comfort health, safety, and general welfare.

*City of Wasco Municipal Code, Chapter 17.68 Mining and Quarrying*

The City of Wasco Municipal Code, Chapter 17.68 Mining and Quarrying, establishes reasonable and uniform limitations, safeguards, and controls for the present operation of future mining and quarrying of minerals including coal, oil, shale, and other hydrocarbon bearing materials, and rock, sand and gravel of all types, unless extracted by well, within the City. The Code defines regulations and guidelines for mining and quarrying permits and drilling. The Code conforms to the American National Standards as well as the California Environmental Quality Act (CEQA).



## 4.11.2. STANDARDS OF SIGNIFICANCE

### 4.11.2.1. CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines (2014), the proposed plan would have a significant effect on the environment with respect to mineral resources if it would:

1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or;
2. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

### 4.11.2.2. METHODOLOGY

Impacts to mineral resources require review of the California Geologic Survey designated Mineral Resource Zones (MRZs), the U.S. Geological Survey Mineral Resource Data System, and the Wasco General Plan.

## 4.11.3. IMPACT DISCUSSION

This section discusses the Plan-specific and cumulative impacts related to mineral resources.

---

**MR-1** The proposed Plan would have a **less-than-significant impact** on the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

---

According to the U.S. Geological Survey Mineral Resource Data System (2011) the closest mining site was a Sand and Gravel borrow pit 10 miles west of the city and operated by Southern Pacific Co. which is no longer in operation. There are oil wells within the Plan areas listed as development opportunities but they are also acknowledged as development constraints. These areas are zoned as Public Facilities.

**Applicable Regulations:**

None

**Significance Before Mitigation:** Less-than-significant.

---

**MR-2** The proposed Plan would have a **less-than-significant impact** on the loss or availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

---

There are no significant mineral resource zones within Wasco’s sphere of influence. The nearest MRZ-1, classified as an area with little likelihood for the presence of significant mineral resources, is in the area between CA-46 and I-5 approximately 8 miles west of city limits. The most valuable MRZ is MRZ-2, areas of significant mineral deposits, of which there are none in the greater Wasco area.

**Applicable Regulations:**

None

**Significance Before Mitigation:** Less-than-significant.

#### **4.11.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES**

Mineral resources require no mitigation.



## Mineral Resources References

- City of Wasco. (2014). Draft Wasco 2040 General Plan. Prepared by California Polytechnic State University, San Luis Obispo.
- . (2014). Draft Wasco 2040 General Plan Background Report. Prepared by California Polytechnic State University, San Luis Obispo.
- . (2015). City of Wasco Municipal Code. Retrieved from <http://www.codepublishing.com/ca/Wasco/>
- Kern County. (2009). Kern County General Plan: Chapter 5; Energy Element. Retrieved from <http://www.co.kern.ca.us/planning/pdfs/kcgp/KCGP.pdf>.
- USGS Mineral Resources Data System (MRDS) Retrieved from <http://mrdata.usgs.gov/mrds/>.

## 4.12. NOISE

Would the Proposed Plan:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Expose people to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Expose people to, or generation of, excessive ground-borne vibration or ground-borne noise levels; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Increase ambient noise levels substantially and permanently in the project vicinity above levels existing without the project; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Substantially increase temporary or periodic ambient noise levels in the project vicinity above levels existing without the project; or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Expose people residing or working in the vicinity of the plan area to excessive aircraft noise levels, for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

6. Expose people to excessive noise levels residing or working in the project area within the vicinity of a private airstrip.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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### 4.12.1. ENVIRONMENTAL SETTING

The noise element is one of the seven mandatory elements of the general plan according to California State Government Code §65302(b). The noise chapter of the EIR serves to identify, define, and assess sources of noise in the proposed Wasco General Plan in order to minimize the adverse impacts of noise on people's general health and welfare. Noise can be defined as unwanted and unpleasant sound that causes disturbance to the community and natural habitat, and can be separated into stationary and mobile sources. Stationary sources include highways, air transport facilities, rail facilities, and manufacturing and industrial activities. Mobile sources include construction sites, public gatherings, and general residential noise from sources such as lawnmowers and pets.

The purpose of the noise element is to identify areas where there is inherent conflict between noise generating and noise sensitive land uses to prevent disturbance. Noise impacts are addressed by their level of significance in relation to the development guidelines set forth in the City's general plan as well as state and federal regulations. Noise impacts from General Plans are often attributed to new development, transportation infrastructure, and population growth. This chapter will provide an overview of the existing noise conditions in the City of Wasco, and provide an analysis of the potential noise impacts of the proposed plan. The State of California requires that local jurisdictions indicate their plans to address noise by establishing maximum noise levels for each land use category, establish standards for immobile noise sources and transportation facilities, and adopt noise control measures. Local jurisdictions are also required to determine community noise levels in the form of Community Noise Equivalent Levels (CNEL) and day-night average levels (Ldn). The definitions below explain the terminology used throughout this section of the EIR.

#### Definitions

- **Ambient Noise:** The composition of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.
- **A-Weighted Decibel (dBA):** Measures a sound in a manner similar to the response of the human ear and gives a good correlation with a person's reaction to noise.

- **Community Noise Equivalent Level (CNEL):** The average equivalent A-weighted decibel sound level during a 24-hour day, obtained after the addition of 5 decibels to readings obtained from 7:00pm to 10:00pm and 10 decibels to sound levels in the night from 10:00pm and before 7:00am.
- **Day-Night Sound Level (Ldn or DNL):** The average equivalent A-weighted decibel sound level during a 24-hour day, obtained after the addition of 10 dB to readings obtained in the night from 10:00pm and before 7:00am.
- **Decibel (dB):** A unit of measurement describing the amplitude of sound on a logarithmic scale.
- **Equivalent Continuous Noise Level (Leq):** The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. Leq is typically computed over 1-, 8-, and 24-hour periods.
- **Intrusive Noise:** The noise which intrudes over and above the existing ambient noise at a given location.
- **Noise:** Sound that is loud, unexpected, and generally described as unwanted.
- **Noise Contours:** Lines drawn about a noise source indicating equal levels of noise exposure. CNEL and Ldn are the metrics utilized herein to describe annoyance due to noise and to establish land use planning criteria for noise.
- **Peak Particle Velocity (PPV):** The velocity of a particle in a medium as it transmits a wave.
- **Sound:** Vibrations that travel through the air or other medium that can be heard by a person or animal.
- **Statistical Sound Level (Ln):** The sound level that is exceeded “n” percent of the time during a given sample period.
- **Vibration Decibel (VdB):** Commonly used to describe vibration velocity’s average amplitude. The vibration velocity level is reported in decibels of  $1 \times 10^{-6}$  inches per second.

Table 4.12-1 provides an example of noise generators and their relative decibel readings in order to give perspective on dBA measurements.

**Table 4.12-1 Sound Generators and Associated Decibel Intensities Sound Description Intensity Level (dBA)**

Sound Description	Intensity Level (dBA)
Instant Perforation of Eardrum	160 dBA
Military Jet Takeoff	140 dBA
Threshold of Pain	130 dBA
Front Row of a Rock Concert	110 dBA
Walkman at Maximum Level	100 dBA
Vacuum Cleaner	80 dBA
Busy Street Traffic	70 dBA
Normal Conversation	60 dBA
Whisper	20 dBA
Rustling Leaves	10 dBA
Threshold of Hearing	0 dBA

Source: Bies and Hansen, 2009

#### 4.12.1.1. REGULATORY FRAMEWORK

The following section defines regulations and ordinances adopted by federal, state, county and local governments in order to limit exposure to harmful noise and vibration levels in Wasco and the surrounding areas.

### Federal Regulations

#### *Environmental Protection Agency (EPA)*

##### *The Federal Noise Control Act of 1972*

The Noise Control Act of 1972 is a national policy that was established to protect all Americans from noise levels that jeopardize their health and welfare. The EPA found that sleep, speech, hearing, and other types of activity would not be significantly disrupted if the Ldn of residential areas remained below 55 dBA outdoors and 45 dBA indoors. The EPA also found that 5 dBA is an adequate margin of safety before the increase in noise level would be deemed a significant increase, provided that the existing noise exposure did not exceed 55 dBA Ldn (EPA, 1972). Federal action is fundamental in dealing with major noise sources in commerce, which requires national uniformity of treatment. While

the Federal Noise Control Act still exists for this reason, the act remains unfunded and state and local governments hold primary responsibility for noise control.

### ***Department of Housing and Urban Development (HUD)***

#### *Environmental Criteria and Standards, 24 Code of Federal Regulations (CFR) Part 51*

The United States Environmental Planning Division has prepared a set of criteria and standards that are presented in 24 CFR Part 51. New residential construction qualifying for HUD financing proposed in high noise areas (exceeding 65 dBA Ldn) must incorporate noise attenuation features to maintain acceptable interior noise levels (HUD, 2014). The acceptable interior noise level established by HUD is 45 dBA Ldn, and attenuation requirements are geared toward achieving that noise level. It is assumed that with standard construction, any building will provide sufficient attenuation to achieve an interior level of 45 dBA Ldn or less if the exterior level is 65 dBA Ldn or less. Approvals in a “normally unacceptable noise zone” (exceeding 65 decibels but not exceeding 75 decibels) require a minimum of 5 decibels additional noise attenuation for buildings if the day-night average is greater than 65 decibels but does not exceed 70 decibels, or a minimum of 10 decibels of additional noise attenuation if the day-night average is greater than 70 decibels but does not exceed 75 decibels.

#### *Site Acceptability Standards:*

Exterior noise levels – Proposed HUD-assisted projects with a day-night average sound level of below 65 decibels are acceptable.

Interior noise levels – Proposed HUD-assisted projects with a day-night average sound level of below 45 decibels are acceptable.

### ***Federal Highway Administration (FHWA)***

#### *Title 23 of the Code of Federal Regulations (CFR), Part 772*

The FHWA requires that new federally funded or federal-aid highway construction projects or alterations to existing highways that significantly change either the horizontal or vertical alignment and/or increase the number of through traffic lanes must abate noise per Title 23 of the Code of Federal Regulations. The regulation requires the following procedures when planning and designing a highway project: (1) identify traffic noise impacts and examine the potential mitigation measures; (2) incorporate reasonable and foreseeable noise mitigation measures into the highway project; and (3) coordinate with local officials to provide helpful information on compatible land use planning and control. Abatement is required when the “worst-hour” noise levels approach or exceed 67 dBA (FHWA, 2014).



## ***Federal Transit Administration (FTA)***

### *Vibration Impact Criteria*

The FTA's vibration impact criteria are designed to identify acceptable noise levels for noise-sensitive buildings, residences, and institutional land uses near railroads. The thresholds that apply to residences and buildings are 72 VdB for frequent events (more than 70 events per day), 75 VdB for occasional events (30 to 70 events per day), and 80 VdB for infrequent events (less than 30 events per day).

## **State Regulations**

### ***California Government Code Section §65302(f)***

California Government Code Section 65302(f) requires all general plans to include a Noise Element that addresses noise-related impacts in the community. The State Office of Planning and Research (OPR) has prepared guidelines for the content of the noise element, which include the development of current and future noise level contour maps. These maps must include contours for the following sources:

- Highways and freeways
- Primary arterials and major local streets;
- Passenger and freight on-line railroad operations and ground rapid transit systems
- Commercial, general aviation, heliport, military airport operations, and all other ground facilities and maintenance functions related to airport operation;
- Local industrial plants, including but limited to railroad classification yards
- Other stationary ground noise sources identified by local agencies contributing to the community noise environment.

The noise contours used in this environmental impact review shall be used by the City as a guide to establishing a pattern of land uses in the Land Use Element that minimizes the exposure of residents to excess noise levels. Additionally, the Noise Element shall include implementation measures to address and potentially mitigate existing and predicted noise impacts. The Noise Element shall also serve as a guideline for compliance with the State's noise insulation standards.

### ***California Code of Regulations***

#### *Title 24*

The California Department of Housing and Community Development adopted noise insulation standards in 1974. In 1988, the Building Standards Commission approved revisions to the standards (Title 24, Part 2 of the California Code of Regulations). As

revised, Title 24 establishes an interior noise standard of 45 dBA for residential space (CNEL or Ldn). Acoustical studies must be prepared for residential structures to be located within noise contours of 60 dBA or greater (CNEL or Ldn) from freeways, major streets, thoroughfares, rail lines, rapid transit lines, or industrial noise sources. Acoustical studies must demonstrate that the building is designed to reduce interior noise to 45 dBA or lower (CNEL or Ldn).

### *Title 21*

The State Division of Aeronautics has adopted a standard that establishes an acceptable noise level of 65 dB for uses within the vicinity of airports. This standard applies to typical houses in urban residential areas in California where windows may be partially open.

### *Insulation Standards*

The State of California establishes exterior sound transmission control standards for new hotels, motels, dormitories, apartment houses, and dwellings other than detached single-family dwellings as set forth in the 2010 California Building Code (Chapter 12, §1207.11). Interior noise levels attributable to exterior environmental noise sources shall not exceed 45 dBA Ldn/CNEL in any habitable room. When exterior noise levels (the higher of existing or future) exceed 60 dBA Ldn/CNEL where residential structures are to be located, an acoustical analysis report must be submitted with the building plans describing the noise control measures that have been incorporated into the design of the project to meet the allowable interior noise level. The proposed plan shall facilitate implementation of the noise insulation standards and shall be used to identify sites where noise levels exceed 60 dBA.

## ***California Department of Transportation (Caltrans)***

### *Construction Vibration*

Caltrans has established guidance for construction vibrations which are used to minimize noise impacts of construction projects to acceptable levels. Caltrans uses a vibration limit of 0.5 inches/sec peak particle velocity (PPV) for new residential structures and modern industrial/commercial buildings that are structurally sound and designed to modern engineering standards. A conservative vibration limit of 0.3 inches/sec, PPV is used for older residential buildings that are found to be structurally sound. For historic buildings and some older buildings, a conservative limit of 0.25 inches/sec, PPV is used. A limit of 0.08 inches/sec, PPV is used to provide the highest level of protection for extremely fragile historic buildings, ruins, and ancient monuments. All of these limits have been used successfully, and compliance with these limits has not been known to result in appreciable structural damage. All vibration limits referred to herein apply on the ground level, and

take into account the response of structural elements (i.e., walls and floors) to ground-borne excitation (Caltrans, 2004). Governor’s Office of Planning and Research (OPR)

*General Plan Guidelines*

As part of the Noise Element development phase, OPR has provided the maximum allowable noise exposure by land use as shown in Table 4.12-2. The standards presented by OPR reflect the noise-control goals to be applied to all communities by providing guidelines for noise-compatible land uses (OPR, 2003).

**Table 4.12-2 Maximum Allowable Noise Exposure by Land Use**

Normally Acceptable	Conditionally Acceptable	Normally Unacceptable					Clearly Unacceptable		
Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.	Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements, but with closed windows and fresh air supply systems or air conditioning will normally suffice.	New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.					New construction or development should generally not be undertaken.		
Community Noise Exposure Ldn, dB									
Land Use Category	41-50	51-55	56-60	61-65	66-70	71-75	76-80	>80	
Residential-Low Density Single Family, Duplex, Mobile Homes									

Residential-Multiple Family, Group Homes								
Transient Lodging-Motels/Hotels								
<b>Land Use Category</b>	<b>41- 50</b>	<b>51- 55</b>	<b>56- 60</b>	<b>61- 65</b>	<b>66- 70</b>	<b>71- 75</b>	<b>76- 80</b>	<b>&gt;80</b>
Schools, Libraries, Churches, Hospitals, Nursing Homes								
Auditoriums, Concert Halls, Amphitheaters								
Sports Arena, Outdoor Spectator Sports								
Playgrounds, Neighborhood Parks								
Golf Courses, Riding Stables, Water Recreation, Cemeteries								

Office Buildings, Business Commercial and Professional									
Industrial, Manufacturing, Utilities, Agriculture									

Source: Governor’s Office of Planning and Research, General Plan Guidelines, Appendix C

## Local Regulations

### **Wasco Municipal Code; Chapter 8.32**

Chapter 8.32 of the Wasco Municipal Code maintains local standards for noise regulation. It states that it is unlawful to generate noise that is calculated to “disturb the peace and good order of the neighborhood or sleep of ordinary persons in nearby residences”. It also establishes evidence of violation and penalties for violators of the code.

#### **4.12.1.2. EXISTING CONDITIONS**

In the City of Wasco, the largest source of noise is attributed to vehicular traffic along State Route (SR) 43, State Route 46, and railroad operations from the Burlington Northern Santa Fe (BNSF) Railway that runs parallel to SR 43. The City of Wasco is generally quiet, but there are a number of stationary and temporary noise sources throughout the City including the Certis fermentation facility, agricultural fields, construction noise, social gatherings, and residential power tools. The following section describes noise sensitive land uses and stationary and mobile noise sources in the City of Wasco in greater detail.

### **Noise Sensitive Land Uses**

Noise sensitive land uses are those that are subject to disturbance by unwanted sound and vibration levels. Land uses in the City of Wasco that have been identified as noise sensitive are residential areas, schools, health services, recreation and open spaces, and convalescent homes where quiet environments are required for public health, safety, and enjoyment. In general, places where people live, sleep, recreate, worship, and study are considered to be sensitive to noise because unwanted sound can disrupt these activities.

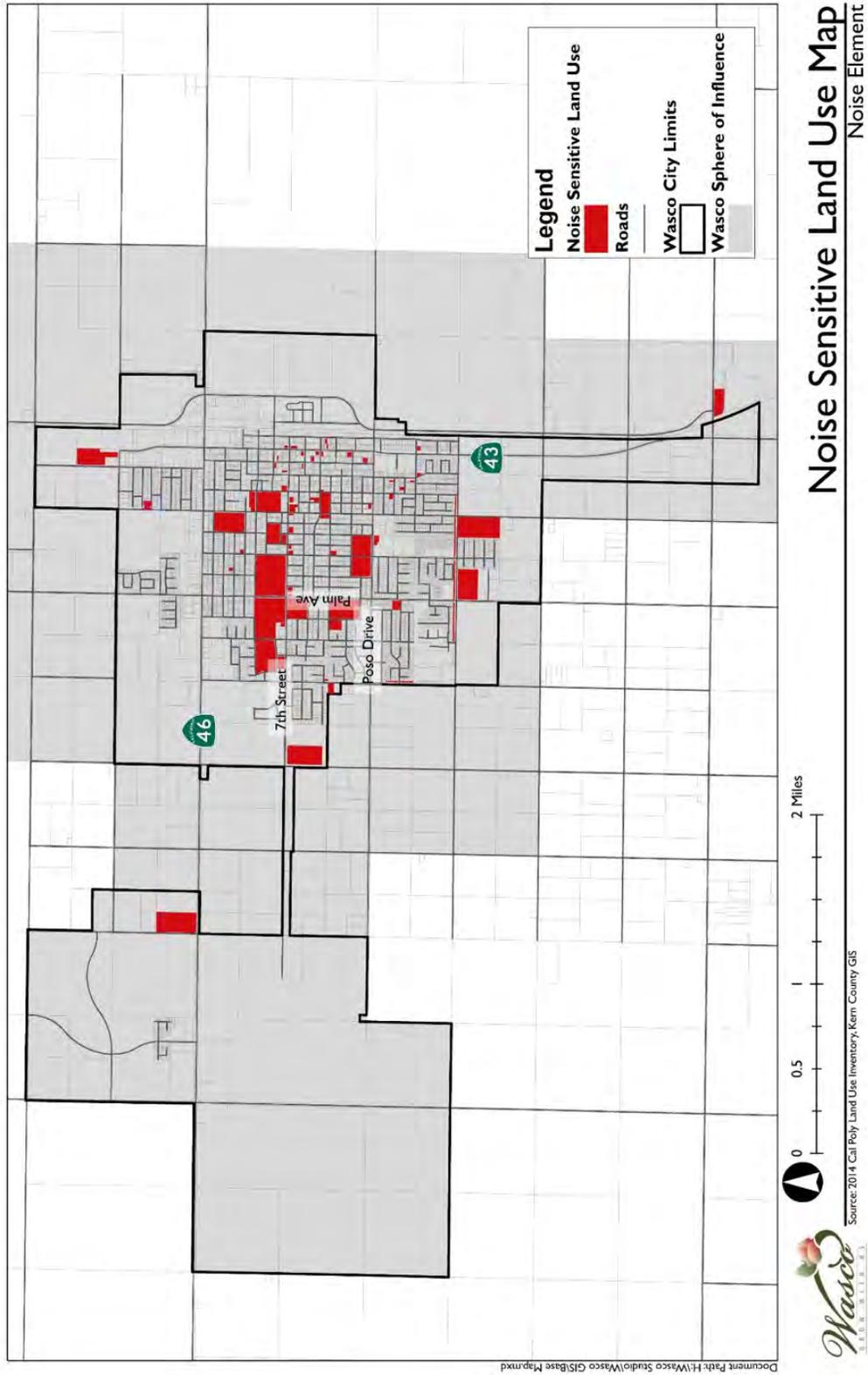
Table 4.12-3 shows the existing noise sensitive land uses in Wasco. Map 4.12-1 shows the location of existing noise sensitive land uses within the City.

**Table 4.12-3 City of Wasco Noise Sensitive Land Uses**

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

Source: City of Wasco Background Report, 2014

Map 4.12-1 Noise Sensitive Land Uses



Source: City of Wasco Background Report, 2014

## Noise Generating Land Uses

### *Stationary*

Stationary noise sources in Wasco include industry, roadways, and recreational areas where noise is consistent and rooted in place. Stationary sources of noise typically operate between eight to ten hours per day. The location of stationary noise sources in relation to sensitive noise receptors is important because unwanted sound can be detrimental to public health and welfare. Thus, land use planning and zoning are used to separate incompatible land uses and alleviate potential conflict.

Major stationary noise sources within the City of Wasco include SR 43, SR 46, and railway operations. Road noise contours are shown in Map 4.12-2. The Wasco Recreation Ballpark, Barker Park, Cormack Park, and Westside Park are open space designations that are stationary sources of noise in the City. Although schools are typically considered noise sensitive land uses, they can also be significant generators of noise. In Wasco, noise generating schools include Karl Clements Elementary, St. John the Evangelist, Independence High, Palm Avenue Elementary, and North Kern Christian School. 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 also potential stationary noise sources.

### *Mobile*

Mobile noise sources are persons or things which produce noise and have the ability to move freely throughout the City. Examples of mobile noise sources include motorcycles, portable generators, amplified portable sound, and construction equipment such as bulldozers, scrapers, and graders. These are all potential mobile noise sources that could impact sensitive receptors, but none have been formally identified as a significant problem within the City of Wasco.

### *Railroad Noise*

Railroad noise is one of the three major noise sources in the City of Wasco. Railroad noise is generally louder than roadway noise, effects smaller areas, and should feature acoustical noise barriers near residential areas. Wasco is on the main line of one of the largest railroad networks under single ownership in the United States, owned by Burlington Northern Santa Fe (BNSF) Railway. This railroad line provides industrial and passenger service. Serving many regional passengers, Amtrak's San Joaquin line is Amtrak's fifth-busiest service and third-busiest in California. The San Joaquin line serves Wasco's train station twelve times a day to provide travelers with service between Bakersfield, Stockton, and other areas in the Central Valley. Map 4.12-3 shows the existing railroad noise contours in the City of Wasco.



### *Aircraft Noise*

Aircraft noise in California is defined in terms of community noise equivalent level (CNEL), which 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. The Wasco-Kern County Airport is located within the City of Wasco and 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 11,050 annual aircraft operations averaging 31 flights per day (Kern County, 2011). Map 4.12-4 shows the airport noise contour lines for the Wasco Kern County Airport.

### *Truck Routes*

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.”

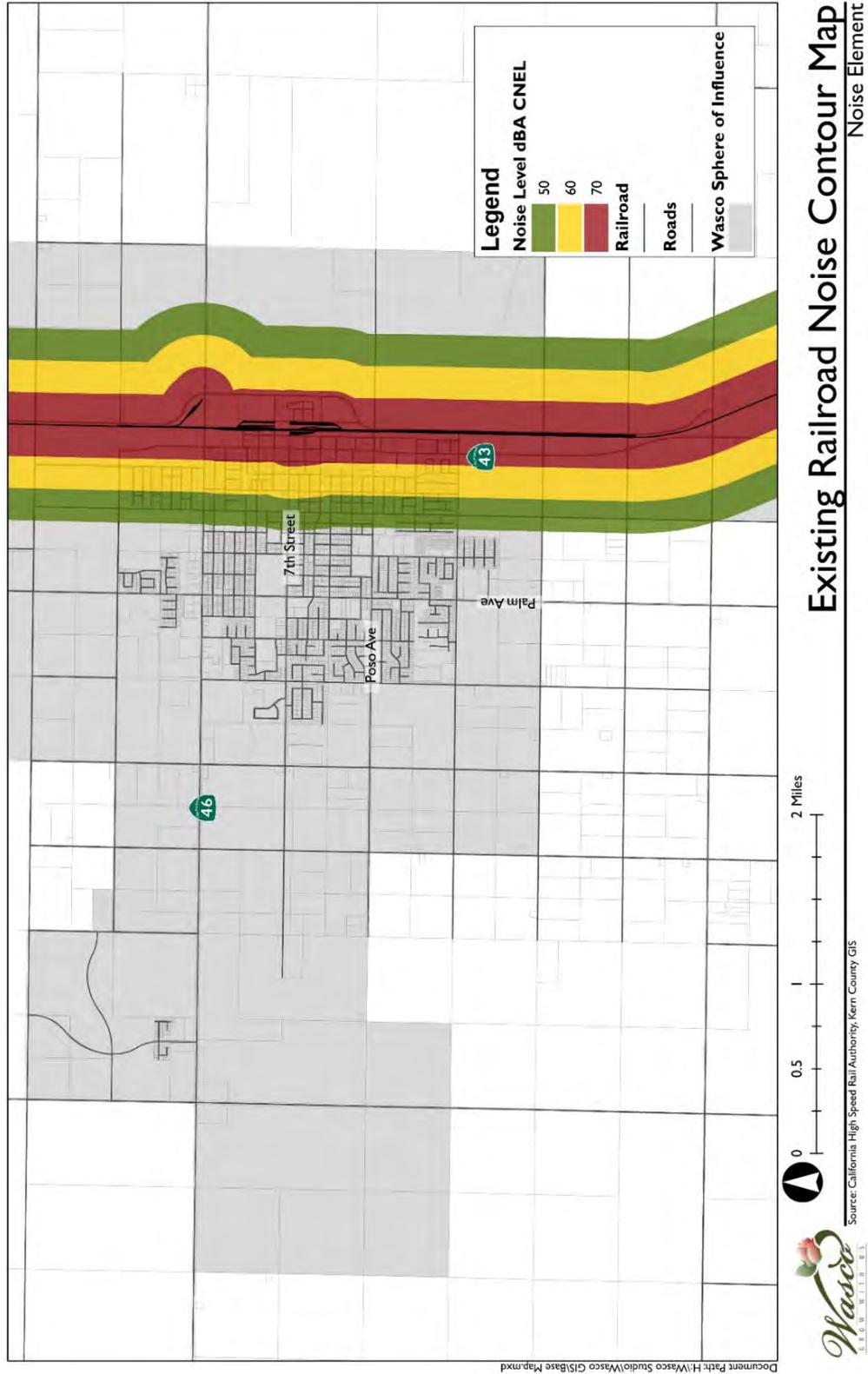
Map 4.12-2 Existing Road Noise Contour Map



Existing Noise Contour Map  
Noise Element

Source: City of Wasco Background Report, 2014

Map 4.12-3 Railroad Noise Contour Map



Existing Railroad Noise Contour Map  
Noise Element

Source: City of Wasco Background Report, 2014

Map 4.12-4 Existing Airport Noise Contours

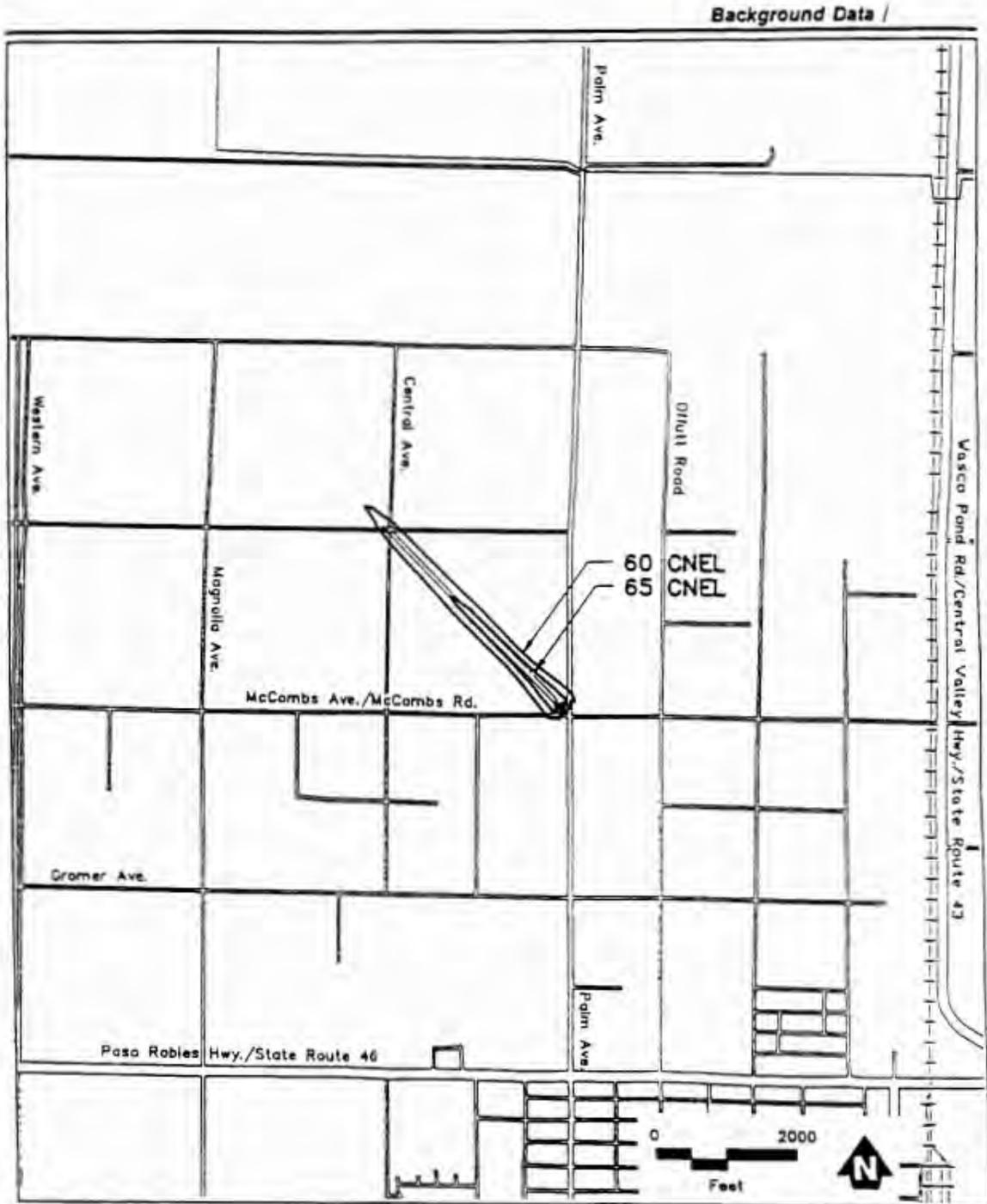


Figure 4 - 79

Noise Contours  
Wasco-Kern County Airport

Source: City of Wasco Background Report, 2014

## 4.12.2. STANDARDS OF SIGNIFICANCE

This section defines the criteria used to determine whether the proposed Plan has the potential to result in significant environmental impacts for the City of Wasco. For the purpose of this EIR, noise related impacts are considered significant if the proposed Plan would:

- Expose people to, or generate, exterior noise levels that are above the maximum allowable noise levels for respective land uses established in Table 4.12-5;
- Create new developments that would expose people to interior noise levels of 45 dBA Ldn or greater;
- Create a substantial permanent increase in ambient noise levels within the planning vicinity above existing levels;
- Expose people to or generate excessive ground-borne vibration or ground-borne noise levels; or
- Create construction noise levels in excess of the standards set forth in HUD's Environmental Criteria and Standards, 24 Code of Federal Regulations (CFR) Part 51 and the FHWA's Title 23 of the Code of Federal Regulations (CFR), Part 772.

### 4.12.2.1. CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines (2014), the proposed Plan would have a significant impact with regards to noise if it would result in:

1. Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
2. Exposure of persons to, or generation of, excessive ground-borne vibration or ground-borne noise levels;
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
5. Exposure of people to excessive aircraft noise levels residing or working in the vicinity of the plan area to, for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport; or
6. Exposure of people to excessive noise levels residing or working in the project area within the vicinity of a private airstrip.

#### 4.12.2.2. METHODOLOGY

The proposed Plan states that the City of Wasco shall adopt a noise ordinance that sets acceptable noise exposure limits for residential uses and sensitive receptors, regulates hours of operation, and controls excessive noise from construction activity. Additionally, the proposed Plan acknowledges that all new developments will meet the standards of the Federal Noise Control Act, which limits interior noise levels to 45 dBA Ldn/CNEL in any habitable room or structure and limits noise levels in outdoor activity areas to 65 dBA Ldn/CNEL. The impact discussion works within the framework stated above in order to determine the level of significance pertaining to the proposed Plan. The analytical approaches used in preparing the impact discussion are as follows:

- Identify relevant noise policies, standards, and regulations.
- Identify and map major noise sources and sensitive receptors (e.g., residences, areas used for quiet recreation) in the proposed project area.
- Estimate noise associated with project construction activities. Determine the duration of construction and phases or periods most likely to be disruptive. Identify other nearby projects potentially undergoing simultaneous construction. Compare effects with land use compatibility standards, and applicable noise standards.
- Identify noise sources related to project operation (e.g., new traffic, stationary equipment, or other loud activities), and estimate project-related contribution to the noise environment at sensitive receptors. Assign a level of significance.

For sensitive receptors that may be planned with the project, characterize compatibility with the existing and future noise environment.

#### 4.12.3. IMPACT DISCUSSION

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**NOISE-1** The proposed plan would **less than significantly** expose people to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

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Under the proposed plan, new land use locations are proposed for the City of Wasco. The preferred growth scenario proposes new commercial, public facilities, and open space land uses that are within the boundary of existing noise sources. Map 4.12-5 shows new land uses proposed under the preferred growth scenario. Medium density



residential, open space, and public facilities are noise sensitive land uses that are proposed to the north of SR 46, but are not within a normally or clearly unacceptable range as illustrated in Table 4.12-2. Commercial land uses are proposed directly along SR 46, and are thus exposed to noise levels up to 70 dB; however, this noise level is acceptable according to Table 4.12-2.

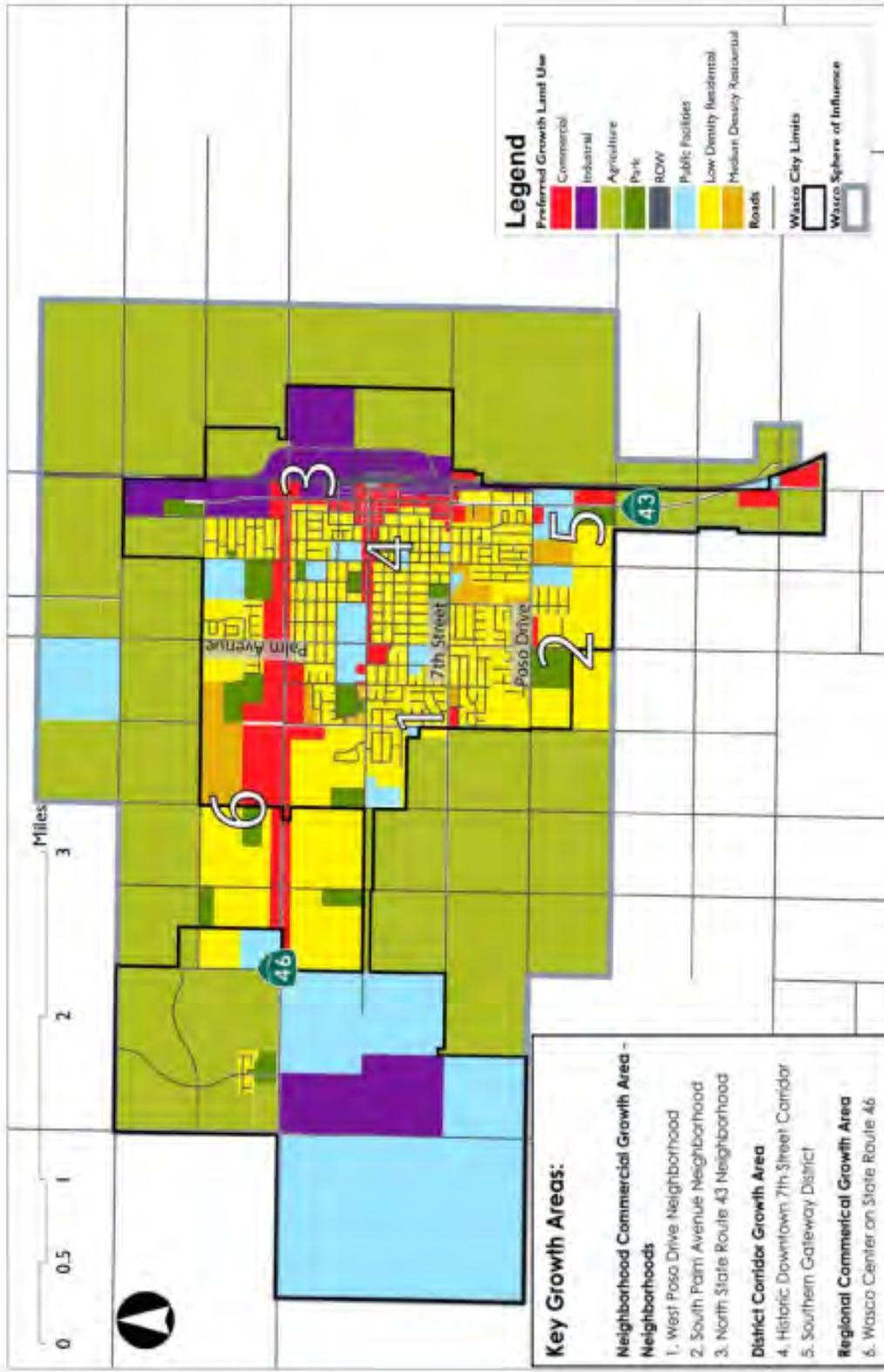
Public facilities, open space, and commercial land uses are proposed along the City's southern segment of SR 43. According to Table 4.12-2, SR 43 does not expose the proposed land uses to an unacceptable level of noise. The proposed public facilities and infill commercial development would be exposed to intermittent railroad noise of 70dB, which is considered acceptable. Furthermore, the increase in vehicular traffic along SR 46 and SR 43 would potentially lead to a slight increase in noise, which would likely be negligible. Thus, the proposed plan would less than significantly expose people to or generate noise levels in excess of standards in the proposed plan or State of California Building Code.

**Applicable Regulations:**

None

**Significance before Mitigation:** Less than Significant

Map 4.12-5 Preferred Growth Scenario



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**NOISE-2** The proposed Plan would **less than significantly** expose people to, or generate, excessive ground-borne vibration or ground-borne noise levels.

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According to the Federal Transit Administration (FTA), a significant impact would occur if the proposed Plan would result in frequent exceedance of the criteria presented in Table 4.12-2. The thresholds that apply to residential land uses are 72 VdB for frequent events (more than 70 events per day), 75 VdB for occasional events (30 to 70 events per day), and 80 VdB for infrequent events (less than 30 events per day) (FTA, 2011). Ground-borne vibration and noise levels in Wasco are associated with vehicular traffic along SR 46, SR 43, and the BNSF railway parallel to SR 43. Residential, public facilities, and open space land uses are not proposed in locations where they would be exposed to noise levels that exceed the standards in Table 4.12-2. Commercial development is proposed directly along SR 46 and SR 43; however, Table 4.12-2 does not specify any unacceptable noise levels for commercial land uses.

Railroads are a common source of ground-borne vibration and intermittent noise exposure. However, the railway that runs through Wasco does not generate noise in excess of 80VdB, which is the FTA standard for events occurring less than 30 times per day. Thus, the proposed Plan would less than significantly expose people to, or generate, excessive ground-borne vibration or ground-borne noise levels. If specific projects are proposed under the plan that would expose people to, or generate excessive ground-borne vibration or noise, the Plan is self-mitigating by requiring that individual project complete environmental reviews with acoustical studies in order to further assess vibration impacts on a project-specific level.

**Applicable Regulations:**

California Office of Planning and Research - General Plan Guidelines  
Federal Transit Administration

**Significance before Mitigation:** Less-than-Significant

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**NOISE-3** The proposed Plan **would not significantly** increase ambient noise levels substantially and permanently in the project vicinity above levels existing without the project.

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The proposed Plan would have a significant impact if its implementation would result in a substantial permanent increase in ambient noise levels within the project vicinity above noise levels that currently exist. In order to analyze the impacts of the proposed Plan, both stationary and mobile noise sources were examined. As previously identified, SR

46, SR 43, and the BNSF railway are considered the major stationary noise sources in Wasco. Map 4.12-3 shows the noise contours from these sources. Other stationary sources include the four parks within the city limits, schools, agriculture, industry, and service commercial uses.

According to the proposed Plan, future developments within the City would lead to an increase in vehicular traffic along SR 46 and SR 43, which could lead to a potential increase in ambient noise levels along those routes. Furthermore, infill commercial development is proposed along SR 46 and SR 43, which has potential to increase ambient noise in those areas. This may expose existing residential development in the vicinity to an increase in ambient noise. Industrial development is proposed in the northeast portion of the City, which will likely contribute to an increase in ambient noise. As shown in Map 4.12-5, residential development exists adjacent to the proposed industrial land use, which could potentially expose residents to an increase in ambient noise.

The proposed Plan includes the following policies and programs which would mitigate these potential impacts to a less than significant level:

***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 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.



### **Applicable Regulations:**

24 Code of Federal Regulations (CFR) Part 51

**Significance Before Mitigation:** Less than Significant

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**NOISE-4** The proposed Plan **would potentially significantly** increase temporary or periodic ambient noise levels in the project vicinity above levels existing without the project.

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The proposed Plan supports construction of new projects within the planning area since new land use designations have been established. Future residential development is concentrated along the western segment of SR 46. The Plan proposes medium-density residential development west of Palm Avenue north of SR 46 and low-density residential development on both sides of the highway. Low-density infill residential development is also proposed south of Poso Drive. Neighborhood commercial development is proposed in the West Poso Drive Neighborhood, the South Palm Avenue Neighborhood, and the North State Route 43 Neighborhood. Open space development is proposed in the vicinity of residential development in the North State Route 43 Neighborhood and industrial development is proposed along the northern segment of SR 43. These are all noise sensitive land uses that would potentially be subject to construction-related noise with the adoption of the proposed Plan.

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 sounds levels and vibration depend on several factors. The highest construction-related ground-borne noise and vibration levels are typically generated from pile driving and compaction equipment. Additionally, the California Department of Transportation (Caltrans) has adopted guidance for construction vibrations, which is used in this analysis to address construction vibrations as it applies to residential and modern industrial/commercial buildings designed to engineering standards and conservation limits for historic buildings, ruins, and ancient monuments. Table 4.12-4 shows typical construction equipment and corresponding noise levels.

Most ambient noise levels are associated with construction or vehicular traffic. Residences and business located adjacent to new development sites would likely be affected by construction noise. According to criteria from the California Office of Planning and Research (OPR), a significant impact would occur if the Plan would result in an ongoing exceedance of the criteria presented in Table 4.12-2. The proposed Plan does not contain policies, programs, or actions that address the generation or mitigation of

construct-related noise that would result from implementation of the proposed Plan. Thus, this analysis has determined that mitigation is required in order to ensure that construction-related noise less than significantly increases temporary or periodic ambient noise levels in the project vicinity above levels existing without the project.

**Table 4.12-4 Construction Equipment Noise**

<b>Equipment</b>	<b>Typical Noise Level (dBA) 50 ft. from Source</b>
<b>Air Compressor</b>	81
<b>Backhoe</b>	80
<b>Ballast Equalizer</b>	82
<b>Ballast Tamper</b>	83
<b>Compactor</b>	82
<b>Concrete Mixer</b>	85
<b>Concrete Pump</b>	82
<b>Concrete Vibrator</b>	76
<b>Crane Derrick</b>	88
<b>Crane Mobile</b>	83
<b>Dozer</b>	85
<b>Generator</b>	81
<b>Grader</b>	85
<b>Impact Wrench</b>	85
<b>Jack Hammer</b>	88
<b>Loader</b>	85
<b>Paver</b>	89
<b>Pile Driver (Impact)</b>	101

Equipment	Typical Noise Level (dBA) 50 ft. from Source
Pile Driver (Sonic)	96
Pneumatic Tool	85
Pump	76
Rail Saw	90
Rock Drill	98
Roller	74
Saw	76
Scarifier	83
Scraper	89
Shovel	82
Spike Driver	77
Tie Cutter	84
Tie Handler	80
Tie Inserter	85
Truck	88

Source: Federal Transportation Administration (FTA) Construction Equipment Noise Emission Levels 2011

### Applicable Regulations

California Department of Transportation – Guidelines for Construction Vibrations

**Significance Before Mitigation:** Potentially Significant

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**NOISE-5** The proposed Plan **would not** expose people residing or working in the vicinity of the plan area to excessive aircraft noise levels, for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport.

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The Wasco-Kern County Airport is located north of SR 46 and is surrounded by agricultural land uses. In California, 65 dBA CNEL is considered the maximum allowable noise level that is compatible with noise-sensitive land uses. Map 4.12.4 shows the existing noise contours for the Wasco-Kern County Airport. The proposed Plan does not propose changes to aircraft activity that would result in more frequent or substantial noise levels. The proposed Plan also does not propose incompatible land uses in the vicinity of the Wasco-Kern County Airport that would be exposed to existing aviation noise. As a result, implementation of the plan would not result in exposure of people residing or working in the vicinity of the plan area to excessive aircraft noise levels.

**Applicable Regulations:**

None

**Significance Before Mitigation:** No impact

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**NOISE-6** The proposed Plan **would not** expose people to excessive noise levels residing or working in the project area within the vicinity of a private airstrip.

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There are no private airstrips or airstrip land use plans within the city limits of the proposed Plan. As a result, implementation of the plan would not result in the exposure of people to excessive noise levels residing or working in the project area within the vicinity of a private airstrip. NO Action 1.2 of the proposed Plan requires 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. Thus, an acoustical study would be required for site-specific projects that include the construction or alteration of a private airstrip facility.

**Applicable Regulations:**

None

**Significance Before Mitigation:** No impact



#### 4.12.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

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**NOISE-4** The proposed Plan **would potentially significantly** increase temporary or periodic ambient noise levels in the project vicinity above levels existing without the project.

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**Mitigation NOISE-3a:**

Amend the noise ordinance of the municipal code to preserve neighborhood noise levels.

**Mitigation NOISE-4a:**

Amend the noise ordinance of the municipal code in order to place restrictions on hours of construction activity and advise when issuing construction permits.

**Significance after Mitigation:** Less than Significant

## Noise Preferences

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## 4.13. POPULATION & HOUSING

Would the Proposed Plan:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 4.13.1. ENVIRONMENTAL SETTING

This section presents the federal, state, regional, and local regulatory standards pertaining to Population and Housing.



## 4.13.1.1. REGULATORY FRAMEWORK

### Federal Regulations

#### *Housing and Urban Development*

The U.S. Department of Housing and Urban Development (HUD) was established to provide quality affordable housing for people across the nation. The agency oversees national policies and programs that enforce fair housing laws and address the people's housing needs. The following sections detail federal standards established by HUD with regard to housing.

### State Regulations

#### *Sustainable Communities and Climate Protection Act of 2008 (SB 375)*

State law requires housing elements to be updated every five years to accommodate its entire RHNA share by income category. In 2008, SB 375 extended the update period to eight years to better synchronize with the development of the Regional Transportation Plan with the RHNA and Housing Element update process. If local governments fail to update its Housing Element within the eight-year deadline, it will be placed into a shorter four year deadline by the HCD. Once the local government successfully certifies two Housing Elements in the four-year cycle, it is then eligible to return to an eight year cycle.

### Local and Regional Regulations

#### *City of Wasco Housing Element 2015-2023*

Article 10.6 of the State of California Government Code (GC) Section 65580 through 65590 mandates the Housing Element as one of the seven required General Plan elements. The purpose of this mandate is to ensure that local governments adequately plan to meet the existing and projected housing needs of a community. The Element is the policy guidance that addresses long-term, comprehensive, housing needs for every income level and a variety of housing types within the City.

#### *Kern Council of Governments*

The Kern Council of Governments (KCOG) is the governing regional land use planning agency for Kern County and its 11 incorporated cities. Its primary function is to address regional transportation issues; however it also provides guidance on future housing development. KCOG works with local governments and stakeholders on the RHNA as part of regional planning efforts. The role of KCOG is to determine areas within the region sufficient to house an eleven-year projection of the regional housing need. Kern COG must also allocate housing units within the region consistent with the development pattern

included in the Sustainable Communities Strategy (SCS), and will be a part of the Regional Transportation Plan (RTP).

### *Regional Transportation Plan*

The Regional Transportation Plan (RTP) is a 26-year blueprint that establishes a set of regional transportation goals, policies, and actions intended to guide development of the planned multimodal transportation systems in Kern County. Senate Bill (SB) 375 calls for the Kern RTP to include a Sustainable Communities Strategy (SCS) that reduces greenhouse gas emissions from passenger vehicles and light-duty trucks by 5 percent per capita by 2020 and 10 percent per capita by 2035 as compared to 2005. SB 375 also requires closer integration of the RTP and SCS with RHNA to ensure consistency between low income housing need and transportation planning. KCOG's RHNA allocations should consider sustainability and transit access for the low-income housing allocation.

#### **4.13.1.2. EXISTING CONDITIONS**

This section provides an analysis of the existing housing, population, and employment conditions in the City of Wasco. The analysis includes housing supply, year of construction, quality of housing, housing types, and household size.

### **Population**

The KCOG 2014 Regional Transportation Plan showed that the population of Wasco was 25,545 in 2010. The KCOG 2014 Regional Transportation Plan indicated that Wasco will have an estimated population of 31,200 by 2020, a 2.2 percent annual increase from the 2010 population. In addition, the population of Wasco, including the prisoner population at Wasco State Prison, is expected to increase to 47,500 by the year 2040, as shown in Table 4.13-1 below.

**Table 4.13-1 Population Projections for Wasco**

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

\*Includes prison inmate population

Source: Kern Council of Governments 2014 Regional Transportation Plan

## Housing

The 2012 Wasco Housing Conditions Survey indicates that the City of Wasco had a total of 5,759 housing units in 2012. U.S. Census data 2010 indicates that the City of Wasco's housing occupancy rate was 93.7 percent in 2010. In 2010, the average household size of owner and renter-occupied units in Wasco was 3.91 and 3.81 persons per household, respectively. The City of Wasco's most common housing type is single-family units, accounting for 76 percent of the total housing stock. Multi-family housing is the second largest percentage of housing, accounting for 14 percent of total housing stock. Table 4.13-2 provides a summary of the number and percent of housing units in Wasco by structure type.

**Table 4.13-2 Number of Housing Units by Structure Type**

Structure Type	Amount	Percent
Duplex	146	2.5%
Multi-Family	812	14.1%
Single-Family Detached Garage	195	3.4%
Single-Family Attached Garage	4,381	76.1%
Mobile Homes / Other	225	3.9%
<b>Total</b>	<b>5,759</b>	<b>100%</b>

*Source: 2012 Wasco Housing Conditions Survey*

Under Wasco's current zoning code, the 42 parcels zoned for medium and high density housing can only accommodate 196 units of affordable housing, which does not meet the current RHNA allocations. The city would have to update their zoning codes to allow for higher densities in their medium and high density zoning standards or rezone lower density parcels.

HUD defines cost burden as monthly housing costs (including utilities) exceeding 30 percent of household monthly income. Severe cost burden is defined as monthly housing costs (including utilities) exceeding 50 percent of household monthly income. In terms of affordability, 1,955 households (approximately 38 percent of all households) in Wasco are cost burdened and 820 households (approximately 16 percent) are extremely cost burdened.

The age of existing housing stock is also a factor in the current condition of housing in Wasco. According to Wasco Housing Conditions Survey 2012, about 17.2 percent of housing units were found to be in deteriorated or dilapidated. A majority of Wasco's existing housing units, 56.7 percent, were built between 1950 and 1989. 23.4 percent of the housing units were built after 1999. General observations of housing condition

included exterior deterioration and disheveled outbuildings. Table 4.13-3 shows the age of housing units in Wasco.

**Table 4.13-3 Age of Housing Units in Wasco, 2010**

Year Structure Built	Estimate	Percent of Housing Units
<b>Built 2005 or later</b>	468	8.8%
<b>Built 2000 to 2004</b>	772	14.6%
<b>Built 1990 to 1999</b>	278	5.2%
<b>Built 1980 to 1989</b>	1,205	22.7%
<b>Built 1970 to 1979</b>	444	8.4%
<b>Built 1960 to 1969</b>	447	8.4%
<b>Built 1950 to 1959</b>	924	17.4%
<b>Built 1940 to 1949</b>	340'	6.4%
<b>Built 1939 or earlier</b>	424	8%
<b>Total</b>	5,302	100%

Source: U.S. Census, Table DP 04, 2008-2010

## Wasco Housing Conditions Survey 2012

The primary focus of a citywide housing conditions survey was to assess the physical condition of existing housing stock and to assist the city in preparing future housing conditions inventories and the Housing Element update. Willdan Engineering published the completed housing survey in 2012.

Survey results were aggregated to show the following three condition categories:

### Sound Condition

A unit that appears new or well maintained and structurally intact and in good exterior condition. Figure 4.13-1 shows a house in Wasco in sound condition.

**Figure 4.13-1 A House in Wasco Considered to be in Sound Condition**



Source: Cal Poly Wasco Studio Site Inventory, 2014

### **Deteriorated Condition**

A unit in need of replacement of one or more major components and other repairs. Figure 4.13-2 shows a house in Wasco in deteriorated condition.

**Figure 4.13-2 A House in Wasco Considered to be in Deteriorated Condition**



Source: Google Earth, September 2012

## Dilapidated Condition

A unit suffering from excessive neglect, where the building appears structurally unsound and maintenance is non-existent. Figure 4.13-3 shows a house in Wasco in dilapidated condition.

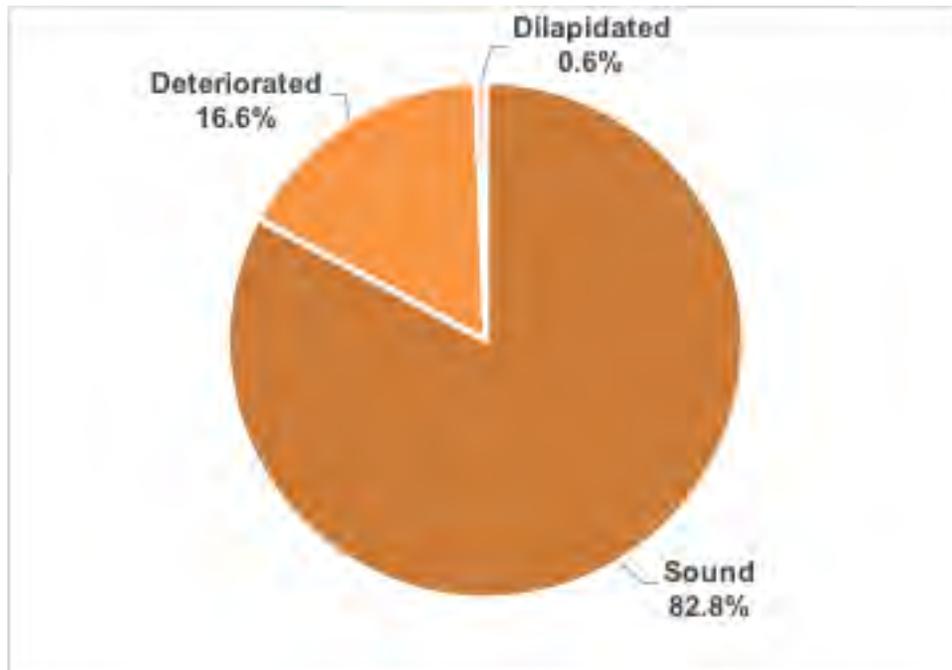
**Figure 4.13-3 A house in Wasco considered to be in dilapidated condition**



Source: Google Earth, August 2012

Wasco Housing Condition survey conducted in 2012 that resulted in the total 5,759 housing units in Wasco, the majority of them, 82.8 percent, were identified as sound. Only 16.6 percent of housing units were classified as deteriorated and an even smaller percentage, 0.6 percent were identified as dilapidated. Figure 4.13-4 shows a graphical representation of the 2012 Wasco Housing Conditions Survey.

**Figure 4.13-4 Housing Conditions in Wasco, 2012**

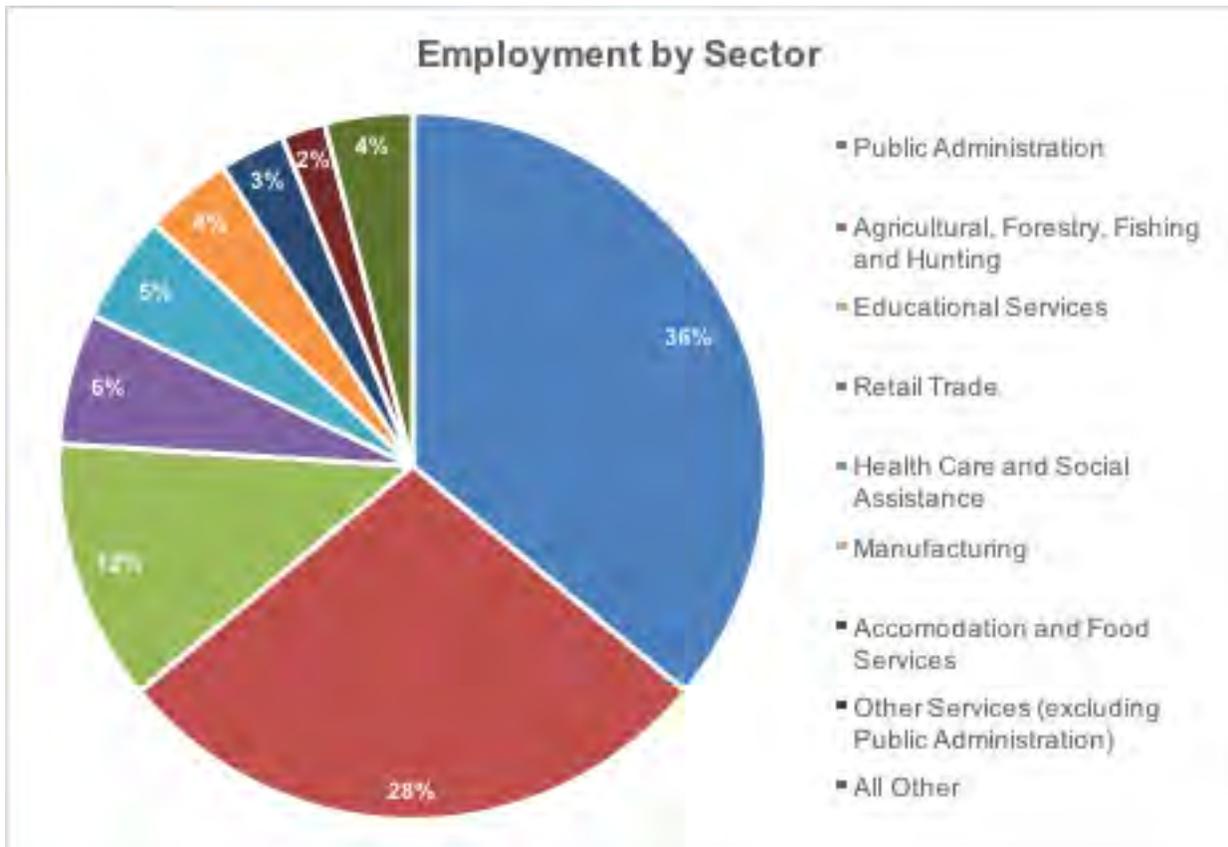


Source: 2012 Wasco Housing Conditions Survey

According to the 2012 Wasco Housing Conditions Survey, the percentage that substandard units that represent of the total housing stock has declined from 21 percent to 17 percent. However, the number of substandard units has increased from 939 to 983 units.

## **Employment**

The main employment industries in the City are retail trade, health care and social assistance, manufacturing, and accommodation and food services and have a specialization in public administration, agriculture and educational services. Figure 4.13-5 shows the breakdown of employment by industry in Wasco in 2010.

**Figure 4.13-5 Employment by Sector**

Source: Wasco General Plan Background Report 2014

The labor force population and available jobs within Wasco and the associated ratios are displayed below in Table 4.13-5. The jobs-labor-force ratio is a measure of Wasco's labor market conditions. It measures the proportion of Wasco's working-age-population (15 to 64) that is employed. The ratio evaluates the ability of the local economy to create jobs. Wasco's increasing ratio shows the local labor market's conditions. However, this ratio does not measure specific labor conditions, including the black market work force, which can include seasonal and migrant farm worker roles.

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. The unemployment rate for the total eligible work force was 12 percent in 2010 and increased to as high as 15 percent by 2013, the same level as Kern County. Table 4.13-4 shows Wasco's labor force population and jobs to the labor force ratios.

**Table 4.13-4 Wasco's Labor Force Population and Jobs to Labor Force Ratios**

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

Source: LEHD 2017 to 2011

The City of Wasco aims to maintain a focus of improving economic conditions for residents and suggests that 2,406 additional jobs will be needed to accommodate job growth into year 2040 (using Wasco's employment growth trend from years 2007 to 2011). 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). Table 4.1356 shows that employment growth in Wasco by 2040.

**Table 4.13-5 Employment Growth in Wasco by 2040**

Sector	2010	2002-2010 Annual Growth Rate	2040	Percent Change 2010 to 2040	% of Total Job Share
<b>Agriculture</b>	1,924	49.61%	2,124	10.40%	32%
<b>Industrial</b>	373	75.12%	383	2.68%	6%
<b>Retail</b>	571	2.51%	596	4.38%	9%
<b>Office</b>	125	32.98%	130	4.00%	2%
<b>Other</b>	3,290	206.33%	3,325	1.06%	51%
<b>Total Jobs</b>	6,283		6,558	4.38%	100%

Source: LEHD 2002 and 2010; 2040 job targets from Draft Wasco 2040 General Plan

## 4.13.2. STANDARDS OF SIGNIFICANCE

### 4.13.2.1. CEQA THRESHOLDS

In accordance with Appendix G of the State CEQA Guidelines, Section XIII, Population and Housing, the following criteria have been established in order to evaluate the significance of potential impacts on population and housing. The implementation of the Wasco 2040 General Plan would result in a significant population and housing impact if it would:

1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure);
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

### 4.13.2.2. METHODOLOGY

The evaluation methodology for population and housing impacts includes a review of estimates for population and housing in the Wasco 2040 General Plan. The evaluation also determines whether the goals and policies in the 2040 Plan promote responsible growth within its sphere of influence and the extent to which the Plan accommodates future development in an efficient and compatible manner.

### 4.13.3. IMPACT DISCUSSION

This section discusses the Plan-specific impacts related to population and housing.

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**POP-1** The proposed Plan **would less than significantly** induce substantial population growth either directly, by proposing new homes and business, or indirectly, through extension of roads and other infrastructure.

---

The Implementation of the proposed Plan would lead to increased urban development due to increases in land zoned for residential and employment growth in the City. The proposed Plan contains policies and actions addressing long-term housing needs to provide an adequate supply of housing on limited vacant acreage while acknowledging the surrounding geography and maintaining the community character of Wasco.



Therefore, the Plan would be considered growth inducing, and would result in a potentially significant impact.

This evaluation of growth inducement is based on a quantitative analysis of increases in population and employment, and the land necessary to accommodate such uses resulting under the proposed Plan. Growth projections were established by the Kern Council of Governments and published in the RTP. The General Plan projects the need for additional adequate housing to accommodate a population growth to 42,232 persons by year 2040, not including the prison population.

Direct growth consists of activities that directly facilitate population growth. The construction of new dwelling units is considered an activity that directly results in population growth.

The proposed Plan sets forth the following policies and actions to address the identified housing needs for the 2015-2023 set forth by the Kern County 2013-2023 Regional Housing Needs Plan and beyond to the 2040 planning horizon as follows:

**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.

**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.

***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 9.4***

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.

***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.

### ***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.

### **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.

**Applicable regulations:**

None

**Significance Before Mitigation:** Less than Significant

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**POP-2** The proposed Plan **would not** displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere.

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The proposed General Plan would have a significant environmental impact if the project would displace a substantial number of existing housing, necessitating the construction of replacement elsewhere. Population growth under the proposed Plan would require an additional 5,369 housing units. This housing need can be met through the reoccupation of existing vacant units, redevelopment of existing units in “bad” condition, and developing additional units. This plan does not necessitate the displacement of existing housing units, but rather encourages the conservation and improvement of the existing housing stock as well as constructing new units. There would be no substantial displacement of existing housing units that would necessitate the construction of replacement housing elsewhere due to no rezoning changes to the already existing residential land uses. See Section 4.10 Land Use for more information.

**Applicable regulations:**

None

**Significance Before Mitigation:** Less than Significant



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**POP-3** The proposed plan **would not** displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

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The proposed Plan would have a significant environmental impact if it directly or indirectly required the displacement of a substantial number of people, necessitating the construction of replacement housing elsewhere. Such displacements could result if low income or special needs populations were displaced as a result of development under the Plan, requiring the construction of replacement housing to accommodate them elsewhere.

As shown in Table 4.13-1 Population Projections, the proposed Plan is anticipated to accommodate the population growth from 25,545 to 42,232 people and result in additional 5,369 housing units by 2040. This includes a prison population of 5,000.

This Plan would not displace a substantial number of people because there are housing units available, which require rehabilitation, but would be suitable for occupancy by 2040. The construction of new units and developing on existing vacant lands will address the housing need without displacing current residents. There are no policies and programs to ensure that adequate provisions of housing sites are created if there is a substantial displacement of people.

**Applicable regulations:**

None

**Significance Before Mitigation:** Less than Significant

#### **4.13.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES**

Population and housing require no mitigation.

## Population and Housing References

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[http://www.kerncog.org/images/docs/rtp/2014\\_RTP.pdf](http://www.kerncog.org/images/docs/rtp/2014_RTP.pdf)
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<http://www.ca-ilg.org/sites/main/files/fileattachments/kern-cog-rtp.pdf>



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## 4.14. PUBLIC SERVICES

Would the Proposed Plan:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Schools?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Other public facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

This section evaluates the potential impacts of the proposed Plan to the public services provided by the City of Wasco. These public services are fire protection, emergency services, police, parks, schools, and libraries. Each section discusses regulatory framework, existing conditions, and impacts to these services from the proposed Plan in order to determine significance.

### 4.14.1. FIRE PROTECTION & EMERGENCY SERVICES

#### 4.14.1.1. ENVIRONMENTAL SETTING

This section describes the existing conditions of fire and emergency services and the potential impacts of build out of the proposed Plan. This includes building and fire codes as well as risk from wildland fires.

##### 4.14.1.1.1 Regulatory Framework

This section discusses applicable State and local regulations. There are no federal or local regulations or policies that directly apply to fire and emergency services.



## **State Regulations**

### ***California Building Standards Commission (BSC)***

#### *California Building Code: Part 2 of Title 24 of the California Code of Regulations*

The 2013 California Building Code (Part 2 of Title 24 of the California Code of Regulations) sets minimum building standards. It is then adopted and modified on a local scale to better accommodate that jurisdiction's specific conditions and needs. Local requirements often mandate fire resistant building materials, fire doors, and defensible space.

### ***California Department of Forestry and Fire Protection (CAL FIRE)***

#### *California Fire Code: Part 9 of Title 24 of the California Code of Regulations*

The California Fire Code sets standards for fire protection including provisions for: planning, preparedness, appropriately rated construction, emergency access, protection systems, and hazardous materials. It is updated every three years, and adopted by reference as part of the Wasco Municipal Code.

#### *Fire Prevention Fee Assembly Bill X1 29 (AB X1 29)*

Lands where the State of California has financial responsibility for wildfire protection, that is, lands which are not in incorporated cities or held under Federal jurisdiction, are considered State Responsibility Areas (SRAs). AB X1 29 establishes a fee on each structure in a state responsibility area to support the suppression of fire in these areas. Fees are assessed and adjusted annually.

#### *Wildland-Urban Interface Fire Area Building Standards*

As of 2008, new buildings in "any Fire Hazard Severity Zone within State Responsibility Areas, any Local Agency Very-High Fire Hazard Severity Zone, or any Wildland-Urban Interface Fire Area designated by the enforcing agency for which an application for a building permit is submitted" must comply with the updated Wildland-urban interface building standards code. This code mandates fire resistance through fuel reductions, defensible space, and fire resistant building materials.

### ***California Occupational Safety Health and Administration (Cal OSHA)***

#### *Part 9 of Title 24 of the California Code of Regulations*

Cal OSHA, in compliance with Title 8 Sections 1270 and 6773 of the California Code of Regulations, sets minimum standards for emergency medical services (EMS) and fire suppression services. These standards cover the use of potentially hazardous equipment that emergency workers interact with, such as: compressed air tanks, fire hoses, and access routes.

### **California Office of Emergency Services (Cal OES)**

#### *State of California Emergency Plan 2009*

The California Emergency Management Agency developed the State of California Emergency Plan to provide a state strategy to support local jurisdictions in the case of a large-scale emergency, in compliance with the California Emergency Services Act. The plan describes:

- “Methods for carrying out emergency operations;
- The process for rendering mutual aid;
- Emergency services of governmental agencies;
- How resources are mobilized;
- Emergency public information; and
- Continuity of government.”

### **California Public Resources Code**

#### *California Public Resources Code: Division 4. Forest, Forestry and Range and Forage Lands*

The California Resources Code calls for the delineation of state responsibility areas (SRAs). These are areas where the State of California is financially responsible for wildland fire protection. Federal land and incorporated cities are not considered SRAs. The Board of Forestry and Fire Protection determines landscapes with high wildfire risk and by cover-type and population as SRAs. Review is done every five years.

California Public resources code 4126 states “The board shall include within state responsibility areas all of the following lands: (a) Lands covered wholly or in part by forests or by trees producing or capable of producing forest products, (b) Lands covered wholly or in part by timber, brush, undergrowth, or grass, whether of commercial value or not, which protect the soil from excessive erosion, retard runoff of water or accelerate water percolation, if such lands are sources of water which is available for irrigation or for domestic or industrial use, and (c) Lands in areas which are principally used or useful for range or forage purposes, which are contiguous to the lands described in subdivisions (a) and (b).”

### **State of California Office of Planning and Research**

The State of California Office of Planning and Research (OPR) Guidelines recommend that public agencies in fire, flood management, earthquake, and other emergency response agencies coordinate and prepare plans in case of an emergency event. As a part of a mutual agreement, CAL-Fire, Kern County, and the City of Wasco work together to protect residents from emergencies.



### ***State Hazard Mitigation Plan, 2013***

The State Multi-Hazard Mitigation Plan (SHMP) contains strategies to increase building resilience and reduce loss from disasters. This Plan provides guidance for state and local actions of mitigation and assesses mitigation progress. The purpose of SHMP is to provide the most up to date hazard analysis, goals, objectives, and mitigation strategies (Cal OES, 2013).

### **Local Regulations**

#### ***Kern County Emergency Operations Plan***

The Kern County Emergency Operations Plan establishes an emergency management organization and assigns functions and tasks consistent with the State's Standardized Emergency Management System (SEMS) and the National Incident Management Systems (NIMS). In particular, under the Plan's Annex B-4, Health & Medical Branch, steps and policies dictate and guide how medical facilities and services are to respond during certain events.

#### ***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 situation, City personnel would reference the City's EOP for proper response protocols, depending on the incident.

#### **4.14.1.1.2 Existing Conditions**

This section describes the existing conditions related to fire protection and emergency services for the City of Wasco.

#### **Fire Protection**

The Kern County Fire Department (KCFD) includes 47 stations throughout the County with approximately 500 uniformed firefighters and 100 reserves. Other services provided by KCFD are fire and life safety education, fire prevention, emergency care, rescue, community assistance (civil defense, tourist information, weather monitoring), and arson investigation. KCFD also manages and directs the Kern County Office of Emergency Services. This office oversees disaster preparedness and mitigation for Kern County. In a major emergency or disaster, the KCFD Office of Emergency Services oversees all emergency operations and recovery operations (Kern County Fire Department, 2013).

There is one fire station in the City—Station 31, 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

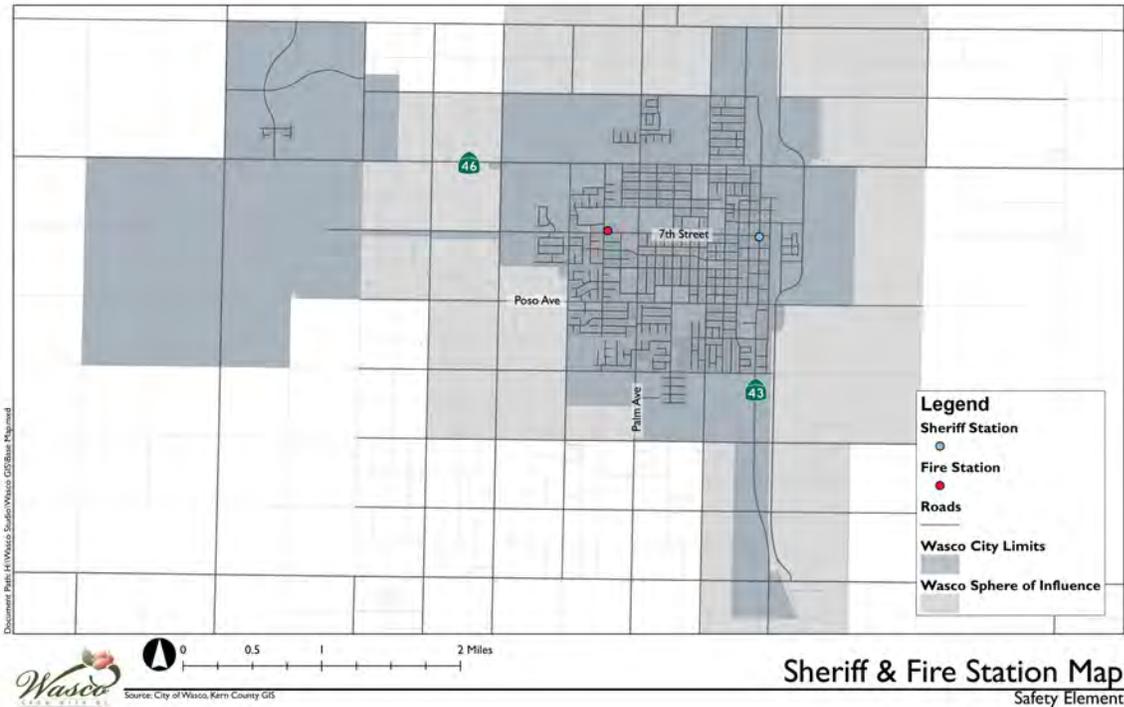
with three personnel every day and houses a Type 1 Fire Engine, a Type 4 Patrol, and a Type 1 OES Water Tender. The average response time within Wasco is less than 10 minutes (Wasco Background Report, 2014). Fire protection services in the city rely on the existing potable water infrastructure, which currently includes underground wells that require electric pumps to maintain required fire flows during an event (Kern County Fire Department, 2013).

### **Emergency Response and 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, 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, among others. 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 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/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 4.14-1 locates the Fire Station and Sheriff's Department in Wasco.

**Map 4.14-1 Sheriff and Fire Station**



**Hospitals and Medical Facilities**

The City of Wasco is currently served by two medical facilities and two hospitals, shown in Table 4.14.1

**Table 4.14-1 Hospital and Medical Facilities within Wasco**

Hospital	Address
Wasco Medical Center	2101 7th Street, Wasco, CA
Wasco Medical Plaza	2300 7th Street, Wasco, CA
Delano Regional Medical Center	1401 Garces Highway, Delano, CA
Mercy Southwest Hospital	400 Old River Road, Bakersfield, CA

**4.14.1.2. STANDARDS OF SIGNIFICANCE**

**4.14.1.2.1 CEQA Thresholds**

According to Appendix G of the CEQA Guidelines (2014), the proposed plan would have a significant effect on the environment with respect to fire and emergency services if it would:

1. Result in adverse physical impacts associated with the construction of new or altered government facilities or increased need for new or altered government facilities that could cause significant environmental impact to maintain acceptable service ratios, response times, or any other performance objectives.

#### 4.14.1.2.2 Methodology

Evaluation of the potential impact to fire and emergency services was based on a comparison of and consistency with the California Department of Forest and Fire Protection’s (CAL FIRE) Fire Code, Part 9 of Title 24 along with the Kern County General Plan, Kern County Emergency Operations Plan, the City of Wasco Emergency Plan, and population standards to assess appropriate levels of service.

#### 4.14.1.3. IMPACT DISCUSSION

This section discusses the Plan-specific and cumulative impacts related to fire and emergency services.

---

PS-1 Build-out of the proposed Plan would result in **less-than-significant** impacts with regard to fire protection and emergency facilities and services.

---

Fire and emergency services are maintained and operated by Kern County which currently staffs 3 personnel every day and has a response time of 10 minutes or less. The proposed Plan will increase the demand of fire protection and emergency services. The future population projections indicate that the City of Wasco will increase by around two percent every year. New fire facilities and amenities including personnel, equipment, and vehicles will be required in order to provide adequate response times. However, these additional buildings, services, and equipment will be provided by impact fees associated with future development and are addressed in the Plan by policies and actions. Additionally, all projects are subject to a separate CEQA review which involves assessing fire and emergency services impacts.

The proposed Plan includes the following policies and actions that would address the level of fire service into the future:

#### **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.

***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 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 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 11.4**

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

**PF Policy 1**

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

**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.

**Applicable regulations:**

California Building Code

California Fire Code

Emergency Operations Plan

**Significance Before Mitigation:** Less than Significant

**4.14.1.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES**

Fire protection services require no mitigation.

## 4.14.2. POLICE PROTECTION SERVICES

### 4.14.2.1. ENVIRONMENTAL SETTING

This section describes regulations and existing conditions of police protection services along with the potential impacts to these services from proposed development.

#### 4.14.2.1.1 Regulatory Framework

Regulations that apply to police services within Wasco are part of the City's Municipal Code.

#### 4.14.2.1.2 Existing Conditions

##### *Police Services*

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 and contracted cities, 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. Probation Services' main office is located in Bakersfield adjacent Juvenile Hall, a facility for criminal offenders under the age of 18 years. The Adult Division is located at the County Administration office in Bakersfield. Other facilities are located in various communities throughout the County (Kern County, 2013).

The California Highway Patrol (CHP) provides law enforcement through patrol of State and County highways throughout Kern County. In addition the CHP is available to report to major accidents anywhere in the unincorporated areas and has mutual aid agreements with other agencies to assist in emergencies.

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 (two sergeants, 18 deputies, four senior deputies, and the area commander), six clerks, and an aide who handles civil process. As of 2010, the City's population is 25,541, and therefore, the 25 officers at the Wasco Substation meet the Federal Bureau of Investigation's (FBI's) standard of one officer per 1,000 residents. Aside from the Wasco Substation, the nearest police protection services facility is in the City of Shafter.

##### *Correctional Facilities*

The City's Wasco State Prison Reception Area is located at 701 Scofield Avenue in Wasco, California. The facility provides short term housing necessary to process, classify, and evaluate new inmates to determine the level of security, program requirements, and appropriate institutional placement. It is a 400 bed medium custody facility that houses



general population inmates to help support and maintain the reception center. A minimum custody facility provides institutional maintenance and landscaping services.

## 4.14.2.2. STANDARDS OF SIGNIFICANCE

### 4.14.2.2.1 CEQA Thresholds

According to Appendix G of the CEQA Guidelines (2014), the proposed Plan would have a significant effect on the environment with respect to police services if it would:

1. Result in adverse physical impacts associated with the construction of new or altered government facilities or increased need for new or altered government facilities could cause significant environmental impact to maintain acceptable service ratios, response times, or any other performance objectives.

### 4.14.2.2.2 Methodology

Evaluation of the potential impact to fire and emergency services was based on a comparison of the proposed Plan and the Federal Bureau of Investigation's police service ratios to determine the service ratios necessitated by the plan.

## 4.14.2.3. IMPACT DISCUSSION

This section discusses the Plan-specific impacts related to police service.

---

**PS-2** Build-out of the proposed Plan would result in **less-than-significant** impacts related to the construction or expansion of police facilities.

---

Based on the projected growth population statistics and by the City standard of one officer per 1,000 residents, additional officers will be needed by 2020. To accommodate future population growth and meet the FBI's standard of one officer per 1,000 residents, the Sheriff's office will need to provide 4 to 5 full time officers by 2040. However, additional police services will be provided by impact fees associated with future development. Additionally, the proposed Plan includes the following policies and actions that would assist the police force in adapting to the population increase:

## **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.

### ***SA Action 11.3***

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

## **PF Policy 1**

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

### ***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 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 Action 4.2***

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

**Applicable regulations:**

None

**Significance Before Mitigation:** Less than Significant

#### **4.14.2.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES**

Police protection requires no mitigation.

### 4.14.3. SCHOOLS

#### 4.14.3.1. ENVIRONMENTAL SETTING

This section describes the regulations and existing conditions of local schools along with the potential impacts on school services and facilities from the proposed development.

##### 4.14.3.1.1 Regulatory Framework

This section discusses state regulations. There are no federal or local regulations about schools and their services.

##### State Regulations

###### *Leroy F. Greene School Facilities Act: Senate Bill 50 (SB 50)*

SB 50 established a standardized development fee, generally providing for a 50/50 local and state funding match, limiting local jurisdictions' ability to require mitigation of impacts on school facilities as an approval condition. This legislation also established a three-tiered impact fee structure depending on: the availability of state funding, district eligibility, bonding capacity, year-round instruction, and proportion of mobile classrooms.

###### *California Government Code, Section 65995(b), and Education Code Section 17520*

Education Code Section 17520 authorizes the levy of development fees by school districts for use within the boundaries of the school district. SB 50 amended California Government Code Section 65995, which requires an increase, per inflation, of the maximum square footage assessment for development fees. In 2012, the State Allocation board increased the allowable school facility fees (Level 1 School Fees) from \$2.97 to \$3.20 per square foot for 500 or more feet of residential development, and \$0.47 to \$0.51 per square foot for applicable commercial/industrial development. Higher fees are allowed if approved by the State Allocation Board.

###### *Mitigation Fee Act (California Government Code 66000-66008)*

The Mitigation Fee Act (AB 1600) requires a local jurisdiction initiating or increasing an impact fee as a development condition to specify the intended purpose and use of the fee. In addition, the local jurisdiction imposing the fee must illustrate an appropriate nexus between the fee, its purpose, and the type of development plan which the fee is being imposed upon.

###### *School Accountability Report Card*

The School Accountability Report Card (SARC) requires all schools receiving state funding to prepare a SARC for each academic year. This information provides communities and parents information about public schools, and allows for evaluation and comparison of schools based on a variety of indicators. Indicators include standardized test performance, enrollment and capacity evaluations, and facility maintenance. The

SARC also acts as a progress report for the school’s goal achievements. The City of Wasco School Districts prepared SARCs for the 2014 – 2015 academic year, with the exception of Independence High School, which has data available from the 2013 – 2014 academic year.

#### 4.14.3.1.2 Existing Conditions

This section describes the existing conditions related to schools for the City of Wasco.

##### ***Enrollment and Classroom Standards***

The Kern County Board of Education oversees the educational system in Kern County for Kindergarten through 12th grade. Seven board members meet monthly to provide the goals and policies to the Superintendent of School and the County School Districts.

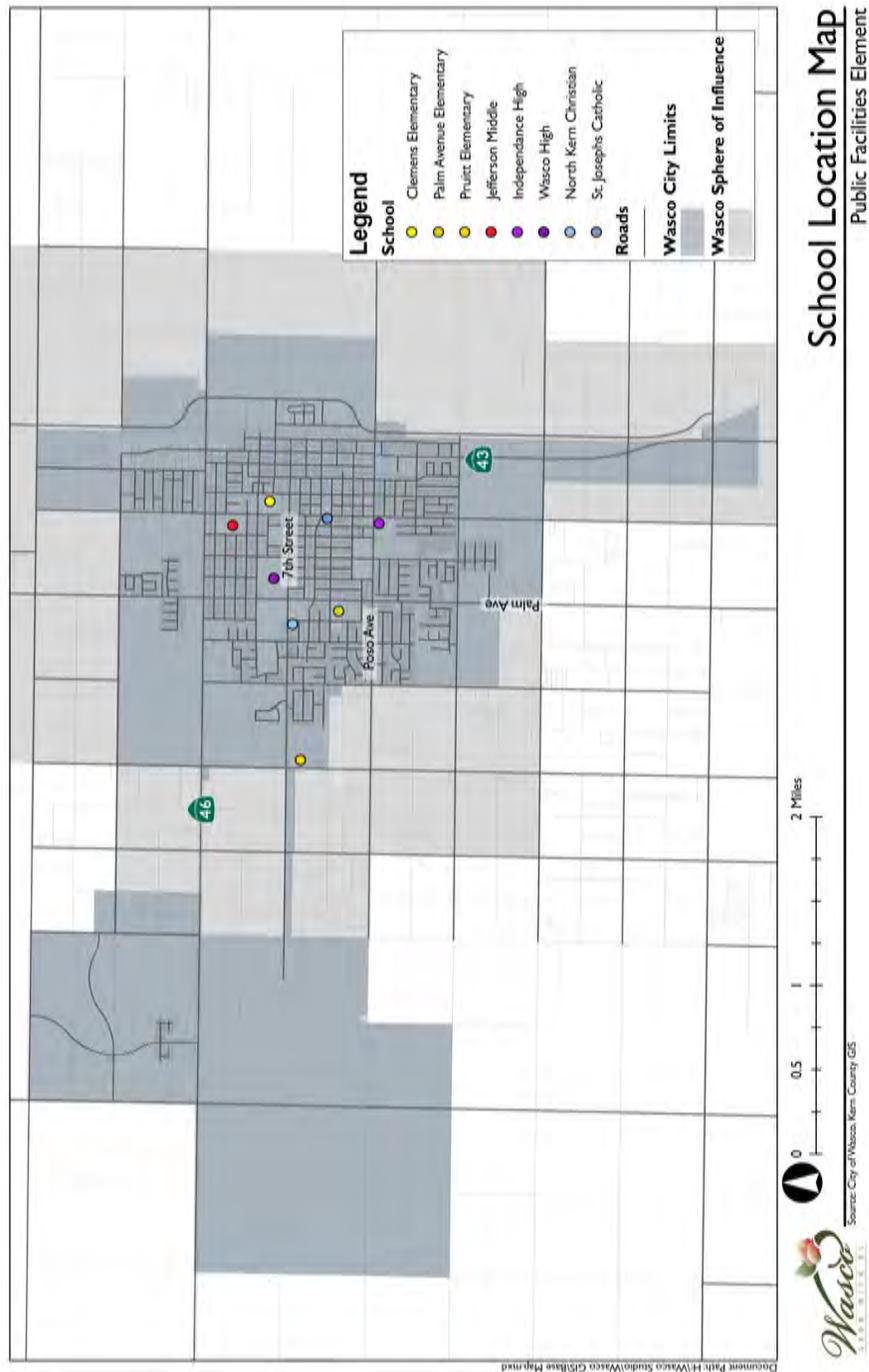
The City of Wasco has two public school districts. The Wasco Union Elementary School District includes four kindergarten through 6th grade elementary schools in the city and one 7th to 8th grade junior high. The Wasco Union High School District includes two high schools. The two districts serve over 3,000 students in the City of Wasco. Below is a list of all the public schools in Wasco with total enrollment and average classroom size for the 2014-2015 academic year according to each school’s annual SARC reports (Table 4.14.2). The California Department of Education prefers a ratio of 25 students per teacher, which every school exceeds except for Wasco Independence High (California Department of Education, 2013).

***Table 4.14-2: Total Enrollment and Average Classroom Size for Schools in the City of Wasco***

School	Total Enrollment 2014 – 2015	Average Classroom Size 2014 - 2015
<b>John L Prueitt Elementary</b>	809	29.63
<b>Karl F Clemens Elementary</b>	563	32.00
<b>Palm Ave Elementary</b>	645	35.00
<b>Teresa Burke Elementary</b>	803	34.57
<b>Thomas Jefferson Middle</b>	764	25.75
<b>Wasco Independence High</b>	129 (2013 – 2014)	15.96 (2013 – 2014)
<b>Wasco High School</b>	1484	25.60

Map 4.14-3 shows the locations of the public school facilities in the City of Wasco.

Map 4.14-2 School Location Map





### **Facility Standards**

The School Accountability Report Card (SARC) is published annually to provide information about the conditions and performance of California Public Schools. The Wasco Union Elementary and High School Districts participate in the State School Deferred Maintenance Program which provides matching funds from State funding to assist the district with expenditures related to major repair or replacement of school facility components. In the 2014 – 2015 SARC, all seven schools in the districts were rated from good to exemplary in facility condition.

### **Academic Achievement**

The Academic Performance Index (API) is the annual measure of the academic performance and progress of schools in California. The school API score ranges from 200-1,000, with a statewide goal of 800. Table 4.14.3 shows the API score for each of the Wasco public schools for the most recent reporting year, 2012-2013. The available API scores range from 701-774, all falling below the California statewide goal, but still achieving school wide academic proficiency.

**Table 4.14-3 API Scores for Wasco Public Schools**

<b>School</b>	<b>2012-2013 API Score</b>
<b>John L. Prueitt Elementary School</b>	774
<b>Karl F. Clemens Elementary School</b>	709
<b>Palm Avenue Elementary</b>	701
<b>Teresa Burke Elementary School</b>	732
<b>Thomas Jefferson Middle School</b>	754
<b>Wasco Union High School</b>	750
<b>Independence High School</b>	No Current SARC

## 4.14.3.2. STANDARDS OF SIGNIFICANCE

### 4.14.3.2.1 CEQA Thresholds

According to Appendix G of the CEQA Guidelines (2014), the proposed Plan would have a significant effect on the environment with respect to school services if it would:

1. Result in adverse physical impacts associated with the construction of new or altered government facilities or increased need for new or altered government facilities that could cause significant environmental impact to acceptable service ratios, response times, or any other performance objectives.

### 4.14.3.2.2 Methodology

Evaluation of the potential impact to school services was based on a comparison of the proposed Plan to the Accountability Report Cards and the California Department of Education student to teacher ratio in order to determine the increase in level of service that is likely the result of population growth.

### 4.14.3.3. IMPACT DISCUSSION

This section discusses the Plan-specific and cumulative impacts related to schools.

---

**PS-3** Build-out of the proposed Plan would result in the provision of or need for new or physically altered school facilities, the construction or operation of which could cause **potentially significant** environmental impacts.

---

Within the Wasco Union Elementary School District and the Wasco Union High School District, all schools with the exclusion of Wasco Independence exceeded the teacher to student ratio of one teacher to 25 students from the California Department of Education. Additionally, 2040 growth projections indicate that the youth population is going to grow by an additional 3,000 students. In order to accommodate this growth and to address the majority of these schools currently exceeding classroom capacity, additional facilities and an increase in services are already needed.

A significant impact would result if development would exceed the capacity of school services to provide adequate level of service. This would require construction of facilities and an increase in services which could cause significant environmental impacts. The proposed Plan has determined that there is an adequate amount of land within the City to accommodate a new elementary school and a vocational school. Additionally, all



projects are subject to a separate CEQA review which involves assessing the current level of school services.

The proposed Plan includes the following programs to fund possible school facility expansion:

**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.

**PF Policy 1**

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

***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 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.

#### **Applicable regulations:**

Senate Bill 50

Mitigation Fee Act (Government Code section 66000, et seq.)

California Government Code, Section 65995(b), and Education Code Section 17620

**Significance Before Mitigation:** Potentially Significant

### **4.14.3.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES**

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**PS-3** Build-out of the proposed Plan would result in the provision of or need for new or physically altered school facilities, the construction or operation of which could cause **potentially significant** environmental impacts.

---

#### **Mitigation PS-3a:**

The City will work with local school districts to identify population growth thresholds that require new school facilities to maintain adequate level of service for the growing youth population.

**Significance After Mitigation:**



## 4.14.4. PARKS

### 4.14.4.1. ENVIRONMENTAL SETTING

This section describes regulations and existing conditions of parks and the potential impacts of the proposed Plan.

#### 4.14.4.1.1 Regulatory Framework

This section discusses federal, state, and local regulations for parks and recreational services.

#### **Federal Regulations**

##### ***Americans with Disabilities Act (ADA)***

The Americans with Disabilities Act of 1990 (ADA) maintains the national standard for pedestrian accessibility. ADA prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, State and City government services, public accommodations, commercial facilities, and transportation (Americans with Disabilities Act, 2013). This includes access to open space and therein, access to publicly-maintained recreational facilities. ADA regulation applies to and should be addressed in Wasco open space.

#### **State Regulations**

##### ***Government Code: Open Space Lands***

###### *Sections 65560–65568*

This portion of California planning law defines open space and requires cities and counties to prepare an open space plan as a required element of its General Plan. Building permits, subdivision approvals, and zoning ordinance approvals must be consistent with the local open space plan.

#### **Public Resources Code:**

##### ***Open-Space Elements and Trail Considerations***

###### *Section 5076*

This law requires that during development of the General Plan, counties should consider trail - oriented recreational use and should consider the community's demand in developing specific open space programs. Further, cities should consider the feasibility of integrating current and future trail routes with appropriate segments of the State system.

### ***The Quimby Act***

More commonly referred to as the Quimby Act, the Subdivision Map Act allows communities to require the dedication of land and/or the payment of in-lieu fees for park and recreation purposes. The required dedication and/or fees can be based on factors such as local residential density and parkland cost. Land or fees dedicated due to the Quimby Act may only be used for developing new or rehabilitating existing park or recreational facilities. The maximum dedication and/or fee allowed under current State law is equivalent to providing three acres of parkland per 1,000 persons, unless the park acreage of a municipality exceeds that standard, in which case the maximum dedication is five acres per 1,000 residents (California Parks and Recreation, 2002).

### **Local Regulations**

#### ***Government Code Section 66410 et seq., AB 1600***

The council adopted this division to assess neighborhood park dedication and/or in lieu fees and community park impact fees for the purpose of providing neighborhood and community parks and recreational facilities. The provisions of this chapter shall be liberally construed in order to carry out the purposes of the council in establishing the impact fee program. (Ord. 646 §1 (part), 2013).

#### ***City of Wasco Urban Greening, Parks and Open Space Master Plan***

The City of Wasco received an Urban Greening for Sustainable Communities Planning Grant by way of 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 (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. The standards set forth by the Urban Greening and Open Space Master Plan are highlighted in Table 4.14.4.

**Table 4.14-4 Recommended Park Standards**

<b>Parkland Classification</b>	<b>Recommended Standard Acres Per 1,000 Residents</b>
<b>Mini Parks</b>	0.5
<b>Neighborhood Parks</b>	2.5
<b>Community Parks</b>	3
<b>Regional Parks/Special Use Areas</b>	As needed to provide needed facilities*
<b>Greenbelts</b>	As needed to provide needed facilities*
<b>Natural Areas</b>	As needed to protect the resource*

Source: NRPA 2003

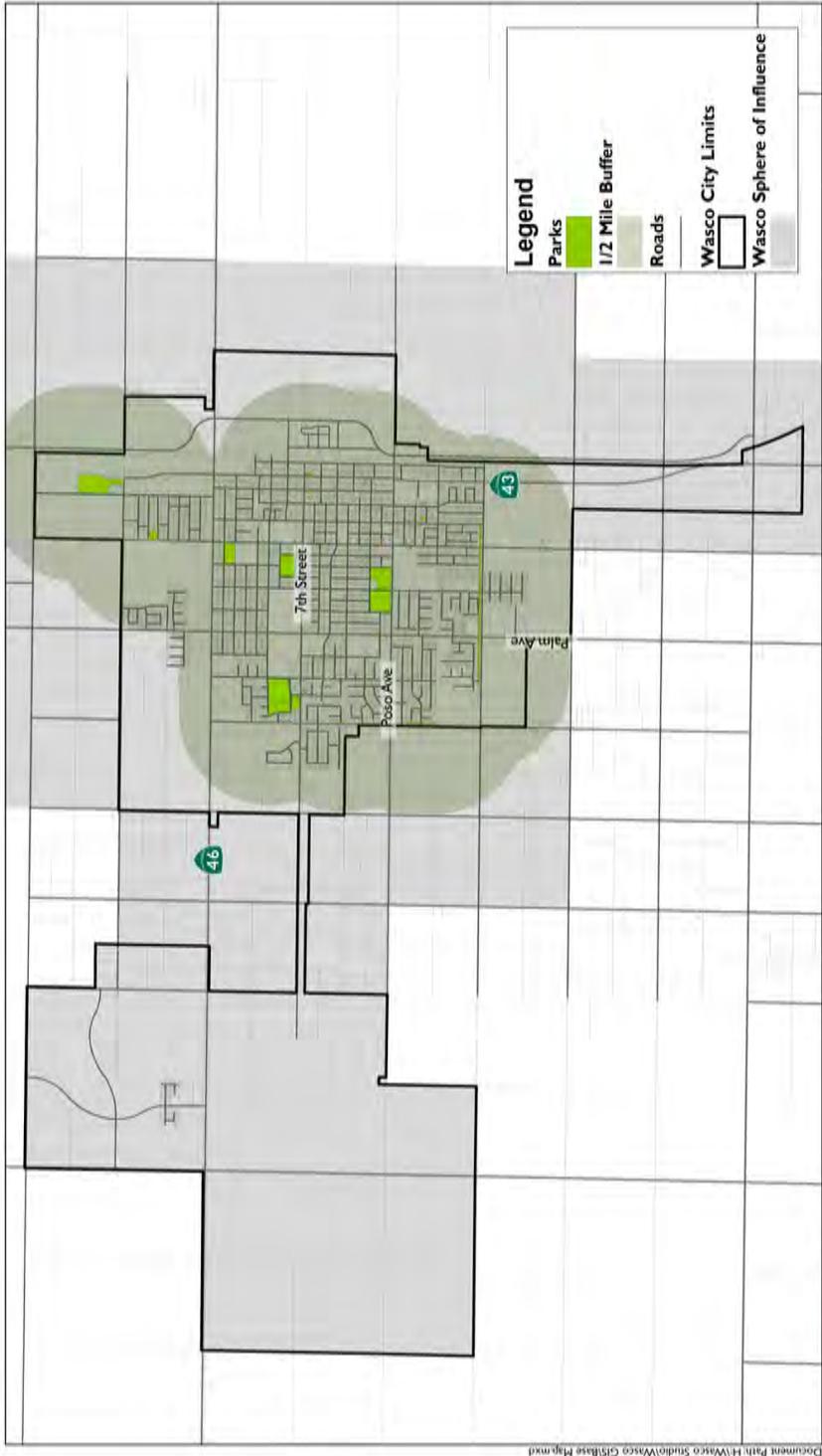
#### **4.14.4.1.2 Existing Conditions**

This section describes the existing conditions related to fire protection and emergency services for the City of Wasco.

#### **Park Standards**

The City of Wasco currently owns about 31 acres of park space, the Wasco Recreation and Parks District owns about 24 acres of park space, and the School Districts own about 50 acres of park space. The spatial location of each park is found in Map 4.14.3 and the breakdown of size and ownership of parks in Wasco is found in Table 4.14.5 The two local school districts hold a significant portion of the open space assets in Wasco. The sports fields, recreation facilities, and athletic programs of the two school districts in Wasco, especially the Wasco Union High School, represent significant open space and recreation assets. With the exception of tennis courts and limited access to Thomas Jefferson Middle School’s gymnasium, most of these school recreation facilities are currently not open to public use. Therefore, only 48 percent of the open space currently in the city is accessible to the public.

Map 4.14-3 Existing Parks



City of Wasco Parks with 1/2 Mile Buffer Map  
Health Element

0 0.5 1 2 Miles

Source: Cal Poly Land Use Inventory, Kern County, GIS

**Table 4.14-5 Parks and Open Space Size and Ownership**

City of Wasco	Acres	Wasco Recreation & Parks District	Acres	Schools	Acres
<b>Barker Park</b>	8.62	Annin Avenue Soccer Park	9.62	Wasco Union ESD	0.83
<b>Pecan Park</b>	1.26	Cormack Park	5.65	Karl F. Clemens Elementary School	4.93
<b>Westside Park</b>	14.04	Recreation Ball Park	8.84	John L. Prueitt Elementary School	7.43
<b>Skate Park</b>	2.04	South Gate (15th St) Park	0.03	Palm Avenue Elementary School	8.04
<b>7th Street Park</b>	0.32			Teresa Burke Elementary School	10.89
<b>Filburn Ave Greenbelt</b>	4.65			Independence Continuation	0.71
				Jefferson Middle School	7.2
				Wasco High School	20.45
<b>Total Acreage</b>	30.93		24.41		60.48

### Management and Maintenance

There are several public institutions that share responsibility for the management of open space in the city limits of Wasco. The primary parties responsible include the City of Wasco and the Wasco Recreation and Parks District (WRPD). This responsibility however, could extend to the two current school districts: the Wasco Union High School District, and Wasco Union Elementary School District; all of whose school grounds and facilities could potentially be a part of the larger parks system within Wasco. This type of organization will require close interagency cooperation between these distinct jurisdictions.

Currently, there are nine public parks in the open space system for the City. The City of Wasco owns five of the nine public parks and WRPD owns four parks. Although the City

of Wasco owns the majority of public parks within the city, it does not operate its own parks department or directly maintain any of its park facilities. These responsibilities belong to the WRPD.

There are a few parties responsible for maintenance of parks and open space in Wasco; the WRPD is one such party. Another party responsible for maintenance of open space in the City belongs to the Public Works Department. Public Works directly maintains the 2.33-mile network of greenbelts and walking paths that reach many neighborhoods in the City.

The Kern County Board of Supervisors established the WRPD in 1948 for the purpose of providing the community of Wasco with recreation programs and park facilities. With the exception of the greenbelt walking paths, some landscape areas and two mini-parks maintained by the City, the Park District maintains and operates all the public parks in Wasco. WRPD is also responsible for providing all the recreation programs which include direct provision by WRPD programs and programs provided in partnerships with local sports organizations.

### **Recreation Programs**

The public facilities for recreation are owned by the City and managed by WRPD. The WRPD delivers recreation programs and services at the following locations: the Veteran's Hall Building, the Swimming Complex located in Barker Park, Westside Park, and the Skate Park. The after school and summer recreation programs are operated by the WRPD but are also provided through the Wasco Union High and Elementary School Districts. These programs include:

- Toddler & Preschool Programs
- Girls Softball (Ages 7 – 16)
- Boys Baseball (Ages 13 – 16)
- Co-Ed Soccer (Ages 5 -14)
- Co-Ed Basketball (Ages 5 – 14)
- Flag Football (Ages 7-14)
- Swim Lessons
- Lifeguard Classes
- Recreational Swimming
- Summer Youth Camp (Ages 5-14)
- Wasco Bengals Youth Football
- Wasco Bengals Youth Cheerleading
- Wasco Little League
- Tigers Tae Kwon Do
- Kern County Sheriff's Activity League Mentorship Program

- 
- Tiger Sharks Competitive Swim Team
  - Adult Basketball
  - Men's Softball
  - Women's Softball
  - Co-Ed Softball
  - Water Aerobics
  - Adult Recreational Swimming
  - Grace Community Church Adult Basketball
  - Zumba Classes
  - Taekwondo Classes by Champions Taekwondo

### **Public Events**

Public events are limited in the City, but the events that are held annually and periodically are memorable to the residents of the City. An inventory of public events was taken during the development of the Wasco outreach for the Wasco Urban Greening, Parks and Open Space Master Plan. The results from the outreach process produced an inventory of public events held in the City that includes: Thursday nights during the summer the WRPD offers movie in the park nights, the Rose Festival is held annually and organized by the partnership of WRPD, the Wasco Chamber of Commerce, and the City. The Rose Festival has been the largest and most notable annual community-wide event for many years. In 2013, the City, WRPD and Chamber of Commerce worked together to host a 4th of July Fireworks show and community event in Westside Park. The Wasco Historical Society & Museum, located at 918 6th Street, offers exhibits and special events periodically throughout the year as well.

### **Connectivity**

The City's current system of green belts and walkway paths is a positive step in encouraging a more active and healthy lifestyle for residents. Although positive, there are a few pitfalls in the current system. Connectivity between neighborhoods and access to City of Wasco and Wasco Recreation and Parks District recreational facilities, the downtown district, civic facilities, schools, and public transportation has room for improvement. During the community involvement process of the Urban Greening, Parks and Open Space Master Plan, residents communicated their desire to improve pedestrian and bicycle access between neighborhoods, public facilities, and business areas. Residents indicated that access could be improved by expanding current walking pathways, greenways, and green belts, and by developing new ones. There are current opportunities for expanding the City's current walking path and green belt system to create a network of non-motorized transportation corridors that provide residents with an opportunity to bicycle, walk, or jog from their neighborhoods to available recreational facilities. There are also opportunities to improve and extend current walking paths that

will connect neighborhoods to neighborhoods, connect neighborhoods to parks and recreation facilities, and opportunities for walking paths and green belts on the outer edges of the City

### Meeting Park Space Standards

As a result of the City’s adoption of the Urban Greening Parks & Open Space Master Plan in 2014 the classifications system and service area ratios have been updated. The mainstreaming of these standards between the City and the Wasco Recreation and Parks District helps to mitigate confusion for developers, grand writing, and planning for future park development and any planning that involves the inclusion of open space requirements. Table 4.14.6 denotes the recently adopted City and Park’s District standards as recommended by the UGPOS. Table 4.14.7 classifies City parks by recently adopted standards.

**Table 4.14-6 City of Wasco Recreation Park District Standards**

Parkland Classification	Standard Acre Size	Recommended Standard Acres Per 1,000 Residents
<b>Mini Parks</b>	0.5-2.5	0.5
<b>Neighborhood Parks</b>	2.5-5	2.5
<b>Community Parks</b>	5-20+	3

**Table 4.14-7 Park Types and Standards**

Existing Park	Total Acres	Park Type
<b>Mini Park Classification</b>	Standard 0.5-2.5	
<b>South Gate (15th St. Park)</b>	0.3	Mini
<b>7th St Park</b>	0.32	Mini
<b>Pecan Park</b>	1.26	Mini
<b>Skate Park</b>	2.04	
<b>Neighborhood Park Classification</b>	Standard 2.5-5	
<b>No City Parks</b>	N/A	
<b>Community Park Classification</b>	Standard 5-20+	
<b>Cormack Park</b>	5.65	Community

Existing Park	Total Acres	Park Type
<b>Barker</b>	8.62	Community
<b>Recreation Ball Park</b>	8.84	Community
<b>Annin Avenue Soccer Park</b>	9.62	Community
<b>Westside Park</b>	14.04	Community

### Park Space Deficit

According to the City's current parkland ratios the City has a deficit of 0.94 acres per 1,000 residents for its 2010 population. Mini parks are limited by 0.3 acres per 1,000 residents and community parks are limited by 0.64 acres per 1,000 residents. The City does not have any neighborhood parks according to the 2014 classifications. Table 4.14.8 illustrates the deficit. Based on 2014 standards, the City of Wasco needs an additional 18.62 acres of combined parkland to meet standards. Table 4.14.9 illustrates the parkland deficit as according to City and Quimby Act minimum park space.

**Table 4.14-8 City of Wasco Parkland Deficits**

Parkland Classification	Total Acres in City	Current Ratio Acres Per 1,000 Residents	Wasco Standard Acres Per 1,000 Residents	Deficit Per 1,000 Residents
<b>Mini Parks</b>	3.93	0.2	0.5	-0.3
<b>Neighborhood Parks</b>	0	0	2.5	-2.5
<b>Community Parks</b>	46.77	2.36	3	-0.64
<b>Total</b>	<b>50.69</b>	<b>2.56</b>	<b>6</b>	<b>-68.14</b>

**Table 4.14-9 Park Needs**

Institution Standard	Existing Standard	Park Space Deficit
<b>City of Wasco</b>	6 acres per 1,000 residents	68.14 acres
<b>Quimby Act</b>	3 acres per 1,000 residents	8.71 acres

## 4.14.4.2. STANDARDS OF SIGNIFICANCE

### 4.14.4.2.1 CEQA Thresholds

According to Appendix G of the CEQA Guidelines (2014), the proposed Plan would have a significant effect on the environment with respect to parks if it would:

1. Result in adverse physical impacts associated with the construction of new or altered government facilities or increased need for new or altered government facilities could cause significant environmental impact to maintain acceptable service ratios, response times, or any other performance objectives.

### 4.14.4.2.2 Methodology

The potential impacts to parks was evaluated based on a comparison of the proposed Plan and the City's Urban Greening Parks & Open Space Master Plan

## 4.14.4.3. IMPACT DISCUSSION

This section discusses the Plan-specific and cumulative impacts related to parks.

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**PS-4** Build-out of the proposed Plan would result in **less-than-significant** associated with the provision of new or physically altered parks and recreational facilities.

---

According to the new 2014 park standard of six acres per 1,000 residents, which was established by the Urban Greening Parks & Open Space Master Plan, the City has a park deficit. In 2010, it has exceeded below Quimby Act levels of three acres per 1,000 residents to 0.94 acres per 1,000 residents. Based on 2014 standards, the City of Wasco needs an additional 18.62 acres of combined parkland to meet standards. The increase in population by 2040 will require the expansion of park facilities.

A significant impact would result if development would exceed the capacity of parks and open space to provide adequate recreational areas. This would require additional facilities and an increase park land which could cause significant environmental impacts. However, the Urban Greening Parks and Open Space Master Plan includes specific guidance and thresholds for new development park fees and dedications in order to meet the needs of Wasco's future residents. Additionally, the proposed Plan addresses the additional 200 acres of park space needed for the population growth by 2040 and has allocated open space around residential and other compatible uses.

The proposed Plan includes the following policies and actions that would promote the development of parks and open space:



## **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.

## **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: · Neighborhood Parks: 2.5 acres / 1,000 residents · Community Parks: 3 acres / 1,000 residents · Total Combined: 5.5 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 1.4***

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.

**PF Policy 1**

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

***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 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.

**Applicable regulations:**

The Quimby Act

Urban Greening Parks and Open Space Master Plan

**Significance After Mitigation:** Less than Significant

**4.14.4.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES**

Parks require no mitigation.

## 4.14.5. LIBRARY SERVICE

### 4.14.5.1. ENVIRONMENTAL SETTING

This section describes regulations and existing conditions of library services and the potential impacts of the proposed development.

#### 4.14.5.1.1 Regulatory Framework

This section discusses local regulations. There are no federal and state regulations on library services.

#### Local Regulations

##### *Kern County Library Facilities Master Plan, 2020*

The Kern County Library Facilities Master Plan, 2020 provides a broad outline of the County's 20 year plan for improving and expanding library branches. The Plan prioritizes library projects including the Wasco Branch for State Bond Act funding.

#### 4.14.5.1.2 Existing Conditions

The Wasco Branch of the Kern County Library is located at 1102 7th Street. The library is open 24 hours per week, is approximately 4,400 square feet, and has an estimated 27,136 book collection. This library was constructed in 1968 and currently serves a population of 21,686. There are currently 6 computers available to the public with internet access. The library facility also has Wi-Fi available to the public, along with a copier and a typewriter (E Garcia, personal communication, 2015). More space is needed for programmatic areas of the library to adequately address community needs as the City grows.

### 4.14.5.2. STANDARDS OF SIGNIFICANCE

#### 4.14.5.2.1 CEQA Thresholds

According to Appendix G of the CEQA Guidelines (2014), the proposed Plan would have a significant effect on the environment with respect to libraries if it would:

1. Result in adverse physical impacts associated with the construction of new or altered government facilities or increased need for new or altered government facilities that could cause significant environmental impact to acceptable service ratios, response times, or any other performance objectives.



#### 4.14.5.2.2 Methodology

Evaluation of the potential impact to school services was based on a comparison of the proposed Plan and the existing library service information from the City.

#### 4.14.5.3. IMPACT DISCUSSION

This section discusses the Plan-specific and cumulative impacts related to library services.

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**PS-5** Build-out of the proposed Plan would result in the need for new or physically altered library facilities, so the impact would be **potentially significant**.

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A potentially significant environmental impact would result if build-out of the proposed Plan would require new or modified library facilities. The 2040 projected growth will see the population almost double. In order to meet the needs of the community by 2040, library facilities in Wasco will need to expand by increasing their physical space, technology services, and expand their book collections. The Plan contains policies and actions that address funding opportunities which could expand collections digitally; however, the County retains ultimate authority over the library.

The proposed Plan includes the following policies and actions that address funding opportunities for public facilities:

##### **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.

##### **PF Policy 1**

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

##### ***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 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 4.2***

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.



**Applicable regulations:**

None

**Significance After Mitigation:** Less than Significant

#### **4.14.5.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES**

---

**PS-5** Build-out of the proposed Plan would result in the need for new or physically altered library facilities, so the impact would be **potentially significant**.

---

**Mitigation PS-5a:**

Coordinate with Kern County Library to address the specific needs of the community and funding sources required to build library services to meet those needs

**Significance After Mitigation:** Less-than-Significant

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## 4.15. TRANSPORTATION

Would the Proposed Plan:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Substantially increase hazards due to a design	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				
5. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## 4.15.1. ENVIRONMENTAL SETTING

### 4.15.1.1. REGULATORY FRAMEWORK

This section describes and summarizes the key federal, State, County, and City statutes, regulations, and policies that apply to the proposed Plan. The following subsections provide context for discussion of impacts of the proposed Plan.

#### Federal Regulations

##### *United States Department of Transportation*

The Federal Highway Administration (FHWA) is the agency of the USDOT responsible for the federally funded roadway system including US Interstate 5. Interstate 5 connects Wasco via California State Route 46 to Sacramento to the North and the Los Angeles Metropolitan Area to the South. Additional federal laws and regulations related to street maintenance, traffic safety, and transportation funding among many other aspects of the transportation network, are established through the framework for transportation planning at the federal level: Moving Ahead for Progress in the 21st Century (MAP-21), approved in 2012.

##### *Surface Transportation Assistance Act (STAA)*

The STAA, passed in 1982, allows trucks to operate on the interstate and certain primary routes collectively called the National Network. These routes, referred to as STAA routes, have larger turning radii than most local roads can accommodate.

### *Americans with Disabilities Act (ADA)*

The ADA of 1990 provides comprehensive rights and protections to individuals with disabilities. The ADA was created to guarantee equality of opportunity, full participation, independent living, and economic self-sufficiency for individuals with disabilities. In order to ensure accessibility, the Department of Justice revised regulations for Titles II and III of the ADA in September, 2010. These regulations adopted revised, enforceable accessibility standards called the *2010 ADA Standards for Accessible Design*, or the “2010 Standards.” Compliance with the 2010 Standards has been required for all new construction and alterations since March, 2012. The guidelines address various issues including roadway design practices, slope and terrain issues, and pedestrian access to streets, sidewalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way. These guidelines would apply to proposed roadways in the Plan Area.

## **State Regulations**

### *California Department of Transportation (Caltrans)*

Caltrans is the primary responsible party for transportation issues in the State of California. The Caltrans Transportation Plan (CTP) (2035) provides broad system concepts, strategies, and performance measures for all modes on State facilities.

Caltrans is tasked with constructing and maintaining the State highway system. Caltrans is the approval body for the planning, design, and construction of improvements for all State-controlled facilities including State Route (CA) 43 and CA 46.

Caltrans’ Transportation Concept Reports identify existing conditions and specific long-range improvements for specific State highway segments. Long-range improvements are identified to improve existing facilities up to the design concept expected to adequately serve 20-year traffic forecasts.

The following Caltrans procedures and directives are relevant to Plan Components, particularly State roadway facilities:

- *Level of Service (LOS) Target* – Caltrans maintains a minimum LOS between LOS C and LOS D for all of its facilities. Where an existing facility is operating below the C/D threshold, the existing measure of effectiveness should be utilized as the minimum LOS for future development.
- *Project Development Procedures Manual* – This manual outlines relevant statutory requirements, planning policies, and implementation procedures regarding transportation facilities. It is continually and incrementally updated to reflect changes in policy and procedures.

- *Deputy Directive 64* – This directive requires Caltrans to consider the needs of non-motorized vehicles in all programming, planning, maintenance, construction, operation, and project development activities and products. This includes incorporation of the best available standards in all of Caltrans’s practice.
- *Deputy Directive 64-R1* – This directive requires Caltrans to provide for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. Caltrans supports bicycle, pedestrian, and transit travel with a focus on “complete streets.”
- *Directors Policy 22* – This policy establishes support for balancing transportation needs with community goals. Caltrans seeks to involve and integrate community goals in the planning, design, construction, and operations processes, including accommodating the needs of bicyclists and pedestrians.

### *California Complete Streets Act of 2008*

The California Complete Streets Act, Assembly Bill (AB) 1358, requires cities and counties, when updating their general plans, to include complete street polices so that roadways are designed to safely accommodate all users, including motorists, bicyclists, pedestrians, transit riders, children, elderly, and persons with disabilities.

### *California Transportation Commission (CTC)*

The CTC consists of nine members appointed by the Governor. The CTC is responsible for programming and allocation of funds for the construction of highway, passenger rail, and transit improvements throughout the State, including the Plan Area. The CTC is also responsible for managing funding for the State Transportation Improvement Program (STIP) and the State Highway Operation and Protection Program (SHOPP).

## **Local/Regional Regulations**

### ***Kern Council of Government***

#### *2014 Regional Transportation Plan/ Sustainable Community Strategy*

The Kern Council of Governments (Kern COG), the regional transportation planning agency for Kern County, developed and adopted the Regional Transportation Plan (RTP) in June 2014. The RTP looks 26-years ahead and establishes policies, goals, and actions to guide development of the planned multimodal systems in Kern County. The RTP complies with State and Federal transportation planning requirements for short-term and long-range transportation planning. Kern COG’s comprehensive RTP examines the roadway network and aims to improve the existing transportation system through the year 2040.

### *Regional Transportation Improvement Program (RTIP) 2014*

Kern COG adopted its 2014 Regional Transportation Improvement of Projects in 2013. Kern COG identified seven projects for construction by the California Transportation Commission including State Route 46 with segments 1, 2, 4 and 4A, extending through the City of Wasco.

### ***County of Kern***

#### *Kern County Regional Bicycle Plan Volumes I & II*

The bicycle master plan and complete streets recommendations focus on the unincorporated portions of Kern County, including Metropolitan Bakersfield, the Greater Tehachapi Area, the Kern River Valley, Indian Wells Valley and Lake Isabella.

The Plan proposes 751 miles of new bikeways, including 41 miles of Class I bike paths, 291 miles of Class II bike lanes, 99 miles of Class III bike routes, 188 miles of Class III bike routes on State routes, and 16 miles of Neighborhood Green Streets (Kern County, 2012). It includes both short-term and long-term bicycle parking facilities. The Kern County Bicycle Master Plan and Complete Streets Recommendations also include recommendations for education, encouragement, enforcement, and evaluation programs. Examples include public awareness campaigns, bike share, targeted bicycling enforcement, and annual bicycle counts

#### *County Traffic Impact Analysis*

Kern County has established guidelines that determine when a traffic impact analysis must be prepared when a development project is proposed in the County. According to the County's Subdivision Ordinance, a traffic impact study must be prepared if it is expected to generate more or less than 50 trips per day; however, specific circumstances require a traffic study. Kern County should not allow new roads to be unpaved if they will be serving at least 50 vehicles per day.

#### *Kern County General Plan (2009)*

The Kern County General Plan includes a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan. The County identifies several California Court examples that have required local governments to update their circulation element to be all correlated with the land use element of the plan. Under the future growth section of Kern County's General Plan, one goal states, "Kern County intends to make the County' land use and circulation plans in accord with 21st Century growth and life style," (Kern County, 2009)



### *Kern County Air Pollution Control District*

In compliance with California's Clean Air Act, Kern County's Air Pollution Control District was established to attain and maintain National and State Ambient Air Quality Standards and to insure air pollutants do not pose a nuisance or significant public health threat.

### ***City of Wasco***

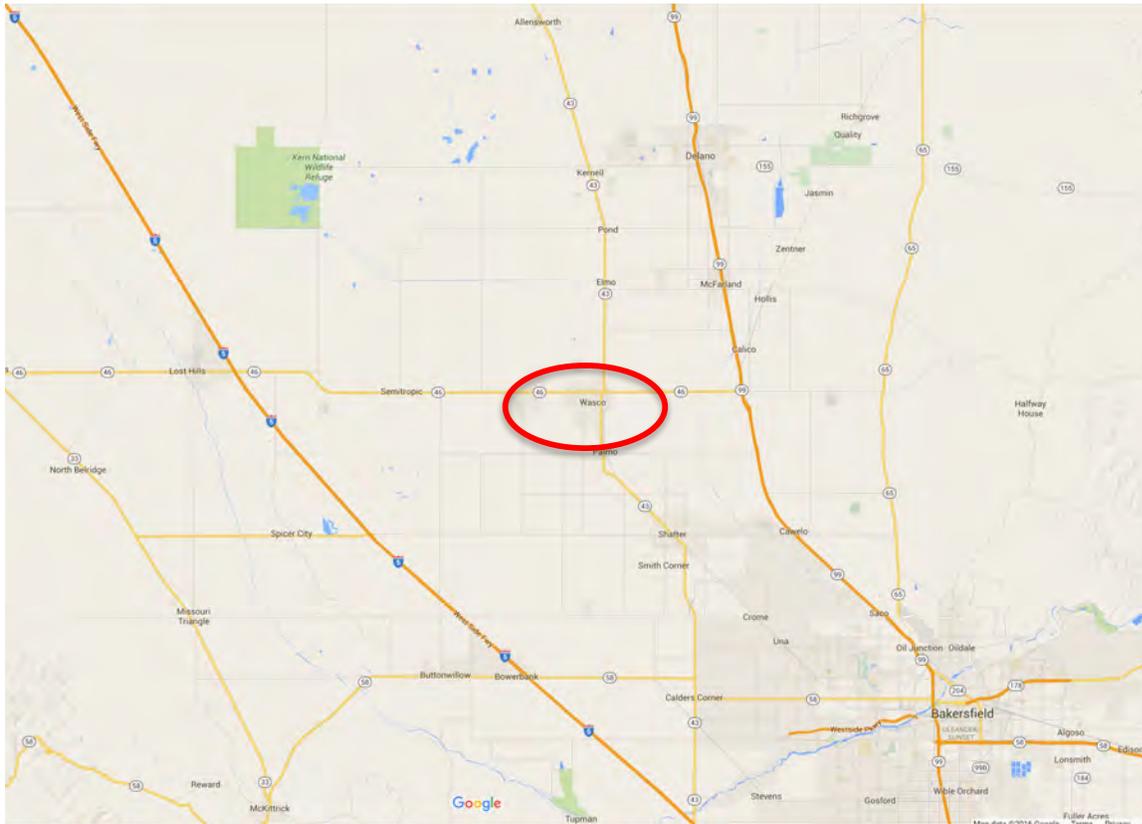
#### *City of Wasco Bicycle Master Plan (2014)*

This Plan was created to guide the future improvement programs for school traffic and bicycle infrastructure in the City of Wasco. The Plan provides a vision for the walking and bicycling environments with specific recommendations, strategies and actions for implementation in the City.

## **4.15.1.2. EXISTING CONDITIONS**

### **Vehicular Circulation**

Map 4.15-1 depicts the regional network that serves the City. Wasco is served by a regional road network of freeways, arterials, major and minor collectors, and local streets. These roadways provide access to the surrounding communities and to such local destinations as employment areas, shopping centers, schools, recreational opportunities, and residential neighborhoods.

**Map 4.15-1 Regional Vehicular Circulation Map**

### *Functional Roadway Classifications*

Roads are typically classified and defined by their function. Although federal transportation regulations mandate the use of a federal classification system, local jurisdictions may also develop classification systems to define their own roadways. The classifications in or near Wasco are as follows:

- **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. Interstate 5 is the nearest Freeway, about 5 miles to the west of the City.
- **State Highways** - State highways are high-speed facilities that are maintained by Caltrans and serve mainly inter-regional travel. Within the City of Wasco, State Routes (CA) 43 and 46 intersect the city. CA 46 is currently a 2-lane conventional highway with no passing lanes. CA 43 contains numerous segments of 2-lane conventional highway and becomes 4-lane divided in Tulare and Kings Counties.
- **Arterials** - Expressways are high-speed facilities with no direct access to adjacent properties and intersections, and are limited to only freeways,



arterials, and rural collector roads. These facilities are operated and maintained by the local agency. The major arterials in the City of Wasco are the State routes as they traverse City limits.

- **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, or civic districts.
- **Minor Collectors/Local** – Local roads primarily provide access to land uses and are maintained by the local jurisdiction. These facilities are two-lane streets that provide local access and service. They include residential, commercial, industrial, and rural roads.

### *Existing Roadway Network*

Regional access to the Plan Area is provided by State Route (CA) 43 and CA 46 as follows:

- **CA 43** – California State Route 43 is a major north – south link to the City of Wasco. CA 43 is a major arterial that is approximately 97.9 miles long with a short gap on the north side of Wasco, where it combines with CA 46 in an east –west direction under railroad tracks for approximately, one-half mile.

Caltrans is currently widening SR 43 between the Kings County and Fresno County line. South of Wasco CA 43 is a four-lane divided highway until it reaches Wasco at Poso Dr., where it returns to two lanes. After intersecting SR 46, SR 43 extends east along SR 46 before turning north.

- **CA 46** – California State Route 46 is an east – west highway connecting the Central Coast of California to the City of Wasco. It follows a straight east-west alignment passing through the Lost Hill Oil Field, over the California Aqueduct, and through the Semitropic Oil Field. CA 46 and SR 43 intersect in Wasco.

CA 46 serves as a significant interregional route for agricultural products and recreational traffic to and from the Central Coast and Central Valley. It is a two-lane highway, with a continuous two-way left turn lane within City limits. The road narrows to two lanes between south and north legs of Highway 43 as it goes under the Burlington Northern/Santa Fe Railroad. The City of Wasco depends on recreational traffic and commerce that travel along SR-46, particularly during the summer months.

### **Local Roadway Pattern**

The roadway system in the City consists primarily of a grid pattern with a few exceptions. The following subsections identify major east-west and north-south streets. Map 4.15-2 shows the hierarchy and configuration of the roadway network.

#### *East – West Connections*

The major east – west connections in the City are identified as follows:

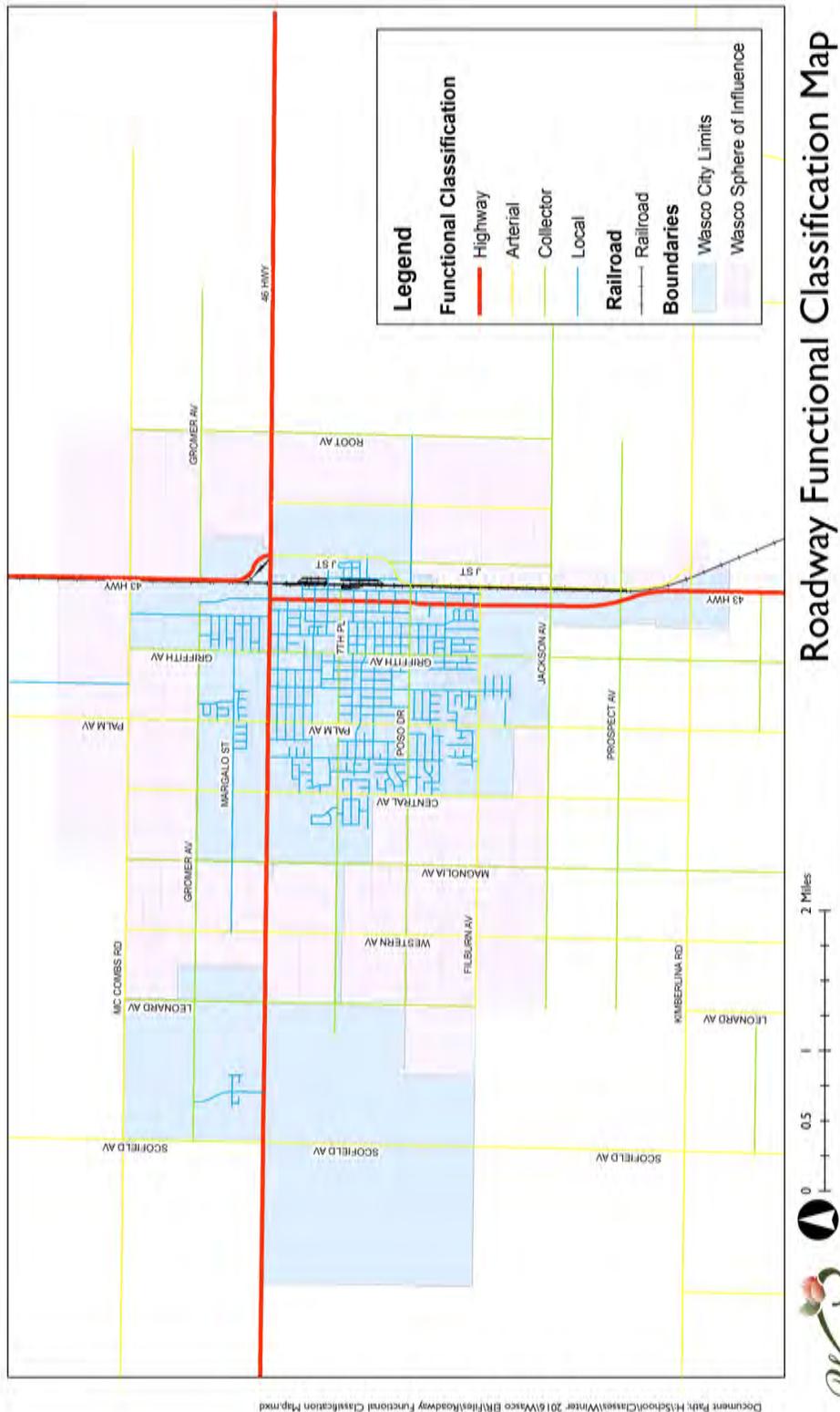
- **Wasco – Pond Road/ Central Valley Highway (CA 46)** – CA 46 has one lane in each direction with a two-way left turn lane. At the Wasco Prison is Scofield Road, an arterial west of the City.
- **Poso Avenue** – Poso Ave is identified as a collector road. Poso Ave runs east -west for approximately 6 miles, starting at Jumper Ave and ending at Root Ave. It is a two-lane local road for most of its length. Poso Ave has left turn lanes, parking, and bike lanes for some of the lengths.
- **7<sup>th</sup> Street** – 7<sup>th</sup> St is identified as a collector road. 7<sup>th</sup> St runs east - west for approximately 3 and a quarter miles starting at Leonard Ave and G St. It is a two lane local road with parking and left turn lanes intermittently.
- **Gromer Avenue** – Gromer Ave is identified as a minor collector. Gromer Ave runs east – west for approximately 4 miles, starting at Leonard Ave and ending at Root Ave. It is a two-lane local road that intersects agricultural areas.

#### *North – South Connections*

The major north – south connections in the City are identified as follows:

- **F Street (CA 43)** - CA 43 becomes F Street north of CA 46. F Street has one lane in each direction of traffic with a two-way left turn lane in Wasco. South of Poso Avenue, CA 43 becomes a four-lane highway.
- **Palm Avenue** – Palm Ave is identified as a collector road. Palm Ave runs north south across CA 46 and Jackson Ave. It is a two lane local road with parking and left turn lanes intermittently.
- **Central Avenue** – Central Ave is identified as a minor collector. Central Avenue runs north – south for approximately 2 miles starting at CA 46 and ends at Kimberlina Road in the south. It is a two-lane local road that connects the City and agricultural areas, with intermittent stop controls.
- **Griffith Avenue** – Griffith Ave is identified as a minor collector. Griffith Avenue runs north – south for approximately 3 miles starting at McCombs Rd and across Jackson Ave toward the south. It is a two-lane local road that connects the City and agricultural areas, with intermittent stop controls.

**Map 4.15-2 Existing Roadway Configuration and Functional Classification**



Source: Wasco Background Report, 2015

## Quality of Travel Experience

### *Analysis Methodology and Level of Service Standards*

Traffic conditions for this Plan are evaluated using level of service (LOS), a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or congested conditions with excessive delays. Such standards can be applied to the user experience of all travelers in the transportation system, including pedestrians, bicyclists, and transit riders, through applications of the methods of the Highway Capacity Manual (HCM) published by the Transportation Research Board (TRB). Table 4.15-1 provides descriptions of LOS levels with respective thresholds of delay for signalized intersections. Table 4.15-4 provides similar information for unsignalized intersections

**Table 4.15-1 Signalized Intersection LOS Definitions Based on Control Delay**

<b>LOS</b>	<b>Descriptions of Operations</b>	<b>Average Control Delay per Vehicle (sec)</b>
A	Signal timing is extremely favorable. Most automobiles arrive during the green phase and do not stop at all. Short cycle length may also contribute to the low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than on LOS A, increasing vehicular delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.	25.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high-volume-to capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable	35.1 to 55.0

E	This is considered to be the limit of acceptable delay.  These high delay values generally indicate poor signal progression, long cycle lengths, and high volume to capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation; that is, when arrival flow-rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delays.	Greater than 80.0

Source: National Research Council, 2000

**Table 4.15-2 Other Intersection LOS Definitions**

LOS	Description of Operations	Unsignalized Intersections Based on Delay	All Intersections Based on Critical Flow Volumes
		Average Control Delay per Vehicle (sec)	Volume to Capacity Ratio
A	Little or no traffic delay	10.0 or less	0.00 to 0.63
B	Short traffic delays	10.1 to 15.0	0.63 to 0.72
C	Average traffic delays	15.1 to 25.0	0.72 to 0.81
D	Long traffic delays	25.1 to 35.0	0.81 to 0.91
E	Very long traffic delays	35.1 to 50.0	0.91 to 1.00
F	Extreme traffic delays	Greater than 50.0	Greater than 1.00

Source: National Research Council, 2000

The American Association of State Highway and Transportation Officials (AASHTO) prescribes levels of service for classes of roads in a rural setting as follows:

- Freeway: LOS B
- Arterial: LOS B
- Collector: LOS C
- Local: LOS D

### *Existing Intersection Levels of Service*

To establish baseline traffic conditions in the Plan Area, an assessment of operating conditions was conducted for major intersections, which are considered bottlenecks in the road network. Table 4.15-3 shows LOS at major intersections in the City based on the methods of the 2000 Highway Capacity Manual. Recent studies are consistent with these results and indicate that intersections operate at acceptable LOS C or better both peak periods.

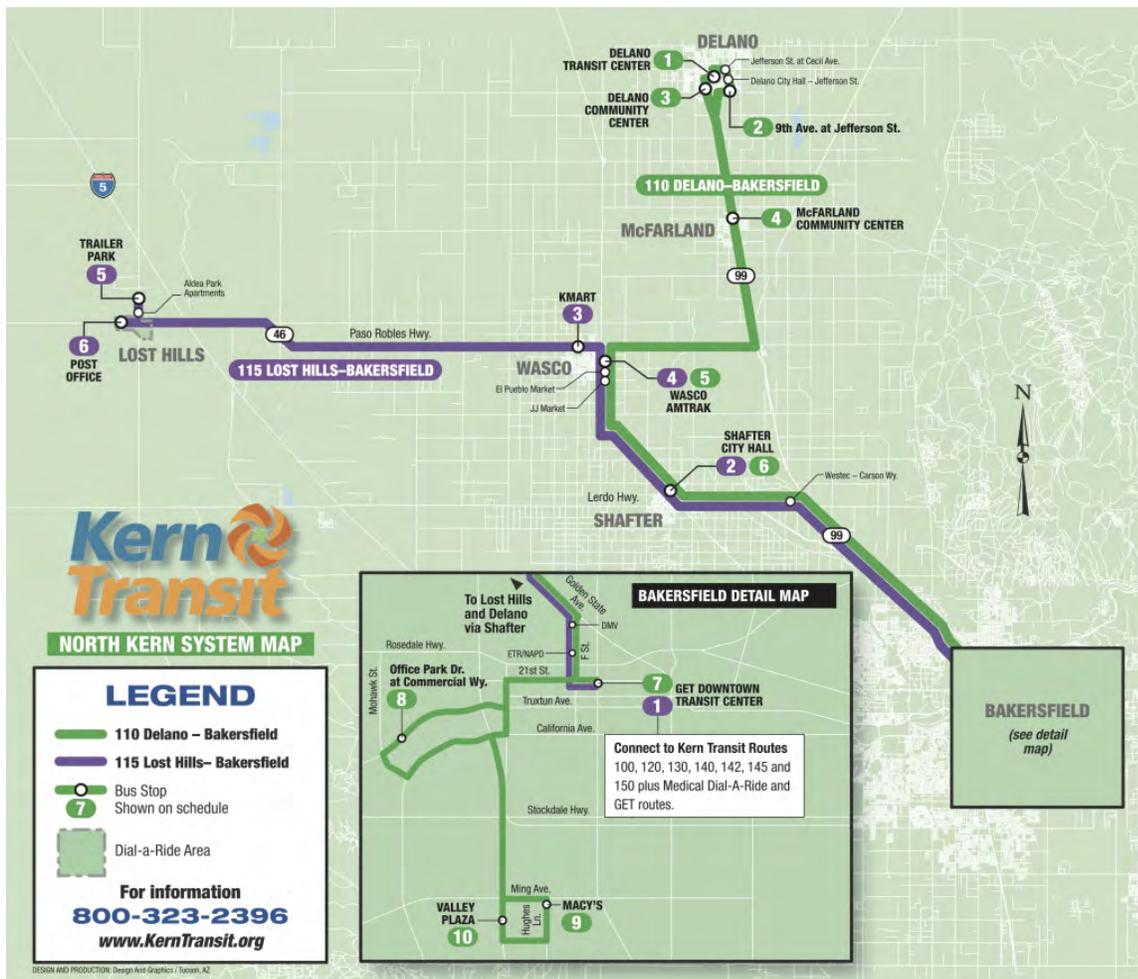
**Table 4.15-3 Existing Level of Service at Major Intersections**

Summary of Existing LOS Analyses					
Intersection		AM Peak			
#	Name	ICU Percentage	ICU LOS	Average Delay (seconds)	Intersection LOS
1	J St/HW 43 & HW 46	23.8	A		
2	HW 43/F St & HW 46	33.5	A	2.0	A
3	HW 43 & 7th St	62.3	B		
4	HW 43 & Poso Ave	62.2	C		
5	HW 43 & Filburn Ave	40.9	A		
6	Griffith Ave & HW 46	44.1	A	24.3	C
7	Griffith Ave & 7th St	58.6	B		
8	Griffith Ave & Poso Ave	43.8	A		
9	Griffith Ave & Filburn Ave	34.9	A		
10	Palm Ave & HW 46	43.0	A	23.4	C
11	Palm Ave & 7th St	44.2	A		
12	Palm Ave & Poso Ave	44.3	A		
13	Palm Ave & Filburn Ave	40.4	A		
14	Central Ave & HW 46	25.4	A		
15	Central Ave & 7th St	34.2	A		
16	Central Ave & Poso Ave	34.5	A		
17	Central Ave & Filburn St	26.4	A		
18	Magnolia Ave & HW 46	26.5	A		
19	Magnolia Ave & 7th St	30.5	A		
20	Magnolia Ave & Poso Ave	34.9	A		
21	Magnolia Ave & Filburn St	21.2	A		
		PM Peak			
1	J St/HW 43 & HW 46	23.8	A		
2	HW 43/F St & HW 46	33.5	A	2.0	A
3	HW 43 & 7th St	69.6	C		
4	HW 43 & Poso Ave	61.1	B		
5	HW 43 & Filburn Ave	40.9	A		
6	Griffith Ave & HW 46	44.1	A	16.1	B
7	Griffith Ave & 7th St	62.0	B		
8	Griffith Ave & Poso Ave	50.3	A		
9	Griffith Ave & Filburn Ave	34.6	A		
10	Palm Ave & HW 46	43.0	A	15.2	B
11	Palm Ave & 7th St	46.0	A		
12	Palm Ave & Poso Ave	42.7	A		
13	Palm Ave & Filburn Ave	40.4	A		
14	Central Ave & HW 46	25.4	A		
15	Central Ave & 7th St	32.3	A		
16	Central Ave & Poso Ave	37.6	A		
17	Central Ave & Filburn St	27.3	A		
18	Magnolia Ave & HW 46	26.5	A		
19	Magnolia Ave & 7th St	29.3	A		
20	Magnolia Ave & Poso Ave	31.7	A		
21	Magnolia Ave & Filburn St	20.8	A		
		<i>ICU = Intersection Capacity Utilization</i>			

## Existing Transit Operations

This identifies the public transit services providers to the City of Wasco and transit facilities that are located within the City. The City of Wasco is served by Kern County's regional transit. Kern County administers a passenger bus service between and in the rural communities of Kern County. There are 17 fixed transit routes, and Dial-A-Ride (DAR) service is available in most communities. For the City of Wasco, the transit system offers service between Lost Hills and Bakersfield. The public transit service levels were partially determined from studies of unmet transit needs. At the public hearing that took place February 11, 2014, 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. Map 4.15-3 shows the transit routes which serve the City. The service is able to recover 10% to 20 % of the operating expenses. Money for operations and capital is primarily derived from ¼ of the one percent sales tax.

**Map 4.15-3 Area Transit Map**





## Existing Pedestrian and Bicycle Facilities

The City of Wasco has few bicycle facilities, primarily located in the southern section of the city. The 2014 Wasco Bicycle Master Plan defines bicycle facilities in the following classes:

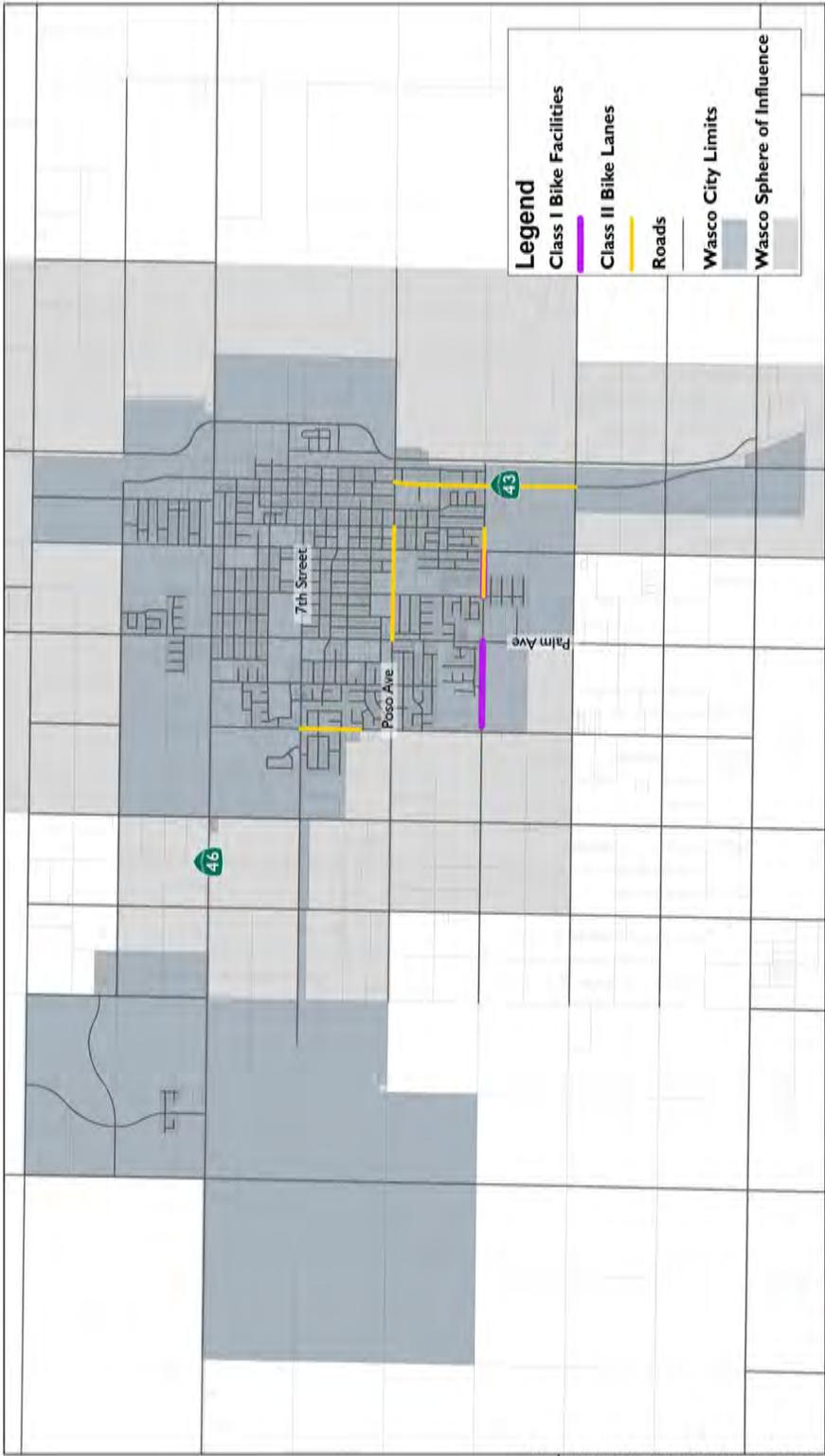
- **Class I Bikeway** – A Class I Bikeway is a multi-use pathway provide for bicycle and pedestrian travel on a paved right-of-way completely separated from roadways. (Bicycle Master Plan, 2014). These facilities are typically used by recreational and casual bicyclists. Commuting bicyclists will also use Class I facilities that provide access to work or school
- **Class II Bikeway** – A Class II Bikeway is bicycle lane that has a signed, striped and stenciled lane for one-way travel on a roadway. These facilities are typically used by commuting bicyclists and bicycle enthusiasts. Casual 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** – A Class III Bikeway is a bicycle route that provides for shared roadway use and is generally identified only by 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.

Map 4.15-4 shows the existing Class I multi-use paths and Class II bike lanes. There are two existing Class I multi-use paths in the City of Wasco. The Class I Bike Path is located on the north side of Filburn Avenue, one connects Griffith Avenue and Poplar Avenue, and the other starts at Palm Avenue and heads west and stops just short of Central Avenue.

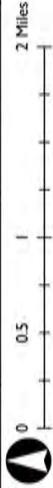
There are four existing Class II bike lanes within the City; they are:

- Poso Drive, from Palm Ave to Broadway
- North of Filburn Street, from Poplar Ave to Broadway
- CA 43 , south of Poso Drive
- Central Ave, south of 7<sup>th</sup> Street

Map 4.15-4 Bike Infrastructure



**Bicycle Facilities Map**  
Circulation Element



Source: City of Wasco Bicycle Master Plan, Kern County GIS

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

## 4.15.2. STANDARDS OF SIGNIFICANCE

### 4.15.2.1. CEQA THRESHOLDS

Appendix G of the CEQA guidelines asks the following in regard to significant impact thresholds for Transportation & Traffic – whether buildout of the Plan would:

1. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?
2. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
5. Result in inadequate emergency access?
6. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

### 4.15.2.2. ROADWAY AND INTERSECTION TRAFFIC OPERATIONS

Traffic conditions for most transportation facilities are evaluated using levels of service (LOS) explained in the previous subsection. The levels of service for transportation facilities are typically based on the amount of delay incurred averaged over all drivers during the peak hour of traffic flow.

#### **State Highway Segment Thresholds of Significance**

Caltrans does not have a uniform LOS standard statewide, but instead creates Transportation Concept Reports (TCR), which include a LOS standard for each route and gets periodically updated. The TCR for SR 46 identifies a level of service standard of LOS C. According to Caltrans' Guide for the Preparation of Traffic Impact Studies, if a state facility is operating at LOS D or worse, then the existing measure of effectiveness (MOE) that the level service is based on must be maintained.

## Roadway Segment Thresholds of Significance

For local roadways within Wasco, a significant impact could occur if the projected daily traffic volume exceeds the maximum average daily traffic (ADT) threshold for that roadway type as set forth in Table 4.15-4.

**Table 4.15-4 Roadway Segment Geometrics and Capacity at LOS E**

Facility	Geometrics	LOS E Capacity
<b>Freeway</b>	4 Lane	80,000
	6 Lane	120,000
<b>Expressway</b>	4 Lane – divided	37,000
	6 lane – divided	55,000
<b>Arterial</b>	2 Lane – divided	15,000
	4 lane – divided	27,000
	6 lane – divided	40,000
	2 lane – undivided	12,000
	4 lane – undivided	24,000
<b>Collector</b>	2 lane – divided	10,000
	4 lane –divided	20,000
	2 lane – undivided	9,000
	4 lane - undivided	

Source: City of Wasco, *Traffic Study for the 2002 Circulation Element*

## Signalized Intersection Thresholds of Significance

The City of Wasco has adopted a LOS standard of D for all signalized intersections within the City limits. The Plan is said to create a significant adverse impact on traffic conditions if, for any peak hour:

- The LOS at the intersections degrades from an acceptable LOS D or better under baseline conditions to an unacceptable LOS E or F under project conditions, OR
- The intersection is already operating at an unacceptable LOS E or F and the addition of project traffic causes the average intersection delay to increase beyond what it was without the project.

## Unsignalized Intersection Thresholds of Significance

For unsignalized intersections in Wasco, the project is said to create a significant adverse impact on traffic conditions if, for any peak hour:

- *All-way Stop*: The average overall level of service at the intersection degrades from an acceptable LOS D or better under baseline conditions to an unacceptable LOS E or F under project conditions, OR
- *All-way Stop*: The average overall level of service at the intersection is already at an unacceptable LOS E or F and the addition of project delay caused the average intersection delay to increase beyond what it was without the project, OR
- *One- or Two-way Stop*: The delay on the worst approach at a one- or two-way stop-controlled intersection degrades from an acceptable LOS D or better under baseline conditions without the project to an unacceptable LOS E or F under project conditions, OR
- *One- or Two-way Stop*: The delay on the worst approach at a one- or two-way stop-controlled intersection is already at an unacceptable LOS E or F without the project and the addition of project traffic causes the delay on the worst stop-controlled approach to increase beyond what it was without the project.

#### 4.15.2.3. METHODOLOGY

The Plan could affect future traffic patterns and adversely affect certain portions of the transportation system in the City; therefore, the urban transportation planning systems procedure was employed to help determine the magnitude of impacts associated with the build out of the Plan. The build-out of the Plan refers to the preferred growth scenario in which all of the proposed increases in residents, housing units, and employment opportunities have been fully developed, and the proposed improvements to the circulation network within the City have been fully implemented. Future travel was estimated using a trip-based travel demand model, which is often referred to as a “four-step model.” The four steps of the model are identified as follows:

1. Trip Generation;
2. Trip Distribution;
3. Mode Choice; and
4. Trip Assignment.

The procedure was applied to the projected numbers of dwelling units and the projected number of new jobs. These projections determine the number of new trips generated by the build-out of the Plan. Assigned volumes were subjected to LOS analysis to assess the potential impacts of the projected new trips on traffic operations. The Appendix includes the data, methodology, and results of the analyses.

### 4.15.3. IMPACT DISCUSSION

The section discusses the Plan-specific and cumulative impacts related to transportation and traffic. This discussion is organized by the standards of significance.

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**TRANS-1** Build out of the proposed plan would result in **potentially significant** impacts to some intersection levels of service.

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The Plan is potentially going to significantly impact travel by vehicular and non-motorized means and possibly reduce levels of service in certain segments of the transportation system. This would result from changes in land use in the Plan area, which would foster changes in travel patterns. For instance, increases in the size of certain land uses, such as an increase in commercial land uses that are proposed in the Plan can lead to increases in vehicular traffic, which would affect levels of service for all modes of transportation. Table 4.15-5 shows projected levels of service for key intersections in the Plan area. As shown, large delays suggest poor levels of service at intersections along CA 46 and CA 43 assuming there are no improvements to infrastructure.

It is noteworthy that this is a worst case scenario. In reality, the compact clustering of development would enable use of alternate modes, such as public transit, walking and biking. Vehicular flow conditions could also be mitigated with improvements in both physical infrastructure and in traffic operations. Table 4.15-6 shows projected levels of service for key intersections in the Plan area with recommended improvements shown in Table 4.15-7. The adoption of potential improvements is consistent with policies and programs in the Plan and together would mitigate such potential impacts to a level of non-significance. Plan policies include the following:

**CL Goal 2**

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

**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.

**Table 4.15-5 Projected LOS at Major Intersections with Existing Infrastructure**

Summary of Future LOS Analyses -- No Geometric Improvements					
Intersection		AM Peak			
#	Name	ICU Percentage	ICU LOS	Average Delay (seconds)	Intersection LOS
1	J St/HW 43 & HW 46	79.4	D		
2	HW 43/F St & HW 46	129.7	H	615.7	F
3	HW 43 & 7th St	149.9	H		
4	HW 43 & Poso Ave	100.0	G		
5	HW 43 & Filburn Ave	67.8	C		
6	Griffith Ave & HW 46	106.7	G	143.4	F
7	Griffith Ave & 7th St	100.0	G		
8	Griffith Ave & Poso Ave	51.4	A		
9	Griffith Ave & Filburn Ave	40.3	A		
10	Palm Ave & HW 46	155.5	H	983.3	F
11	Palm Ave & 7th St	80.4	D		
12	Palm Ave & Poso Ave	58.0	B		
13	Palm Ave & Filburn Ave	40.4	A		
14	Central Ave & HW 46	113.2	H		
15	Central Ave & 7th St	34.7	A		
16	Central Ave & Poso Ave	36.3	A		
17	Central Ave & Filburn St	26.4	A		
18	Magnolia Ave & HW 46	67.1	C		
19	Magnolia Ave & 7th St	30.5	A		
20	Magnolia Ave & Poso Ave	34.9	A		
21	Magnolia Ave & Filburn St	21.2	A		
		<b>PM Peak</b>			
1	J St/HW 43 & HW 46	87.2	E		
2	HW 43/F St & HW 46	152.5	H	816.6	F
3	HW 43 & 7th St	219.0	H		
4	HW 43 & Poso Ave	133.6	H		
5	HW 43 & Filburn Ave	81.7	D		
6	Griffith Ave & HW 46	111.6	H	180	F
7	Griffith Ave & 7th St	115.5	H		
8	Griffith Ave & Poso Ave	55.8	B		
9	Griffith Ave & Filburn Ave	37.7	A		
10	Palm Ave & HW 46	177.2	H	1256.6	F
11	Palm Ave & 7th St	99.5	F		
12	Palm Ave & Poso Ave	65.5	C		
13	Palm Ave & Filburn Ave	40.4	A		
14	Central Ave & HW 46	117.5	H		
15	Central Ave & 7th St	34.4	A		
16	Central Ave & Poso Ave	43.2	A		
17	Central Ave & Filburn St	27.3	A		
18	Magnolia Ave & HW 46	84.8	E		
19	Magnolia Ave & 7th St	29.3	A		
20	Magnolia Ave & Poso Ave	31.7	A		
21	Magnolia Ave & Filburn St	20.8	A		
<i>ICU = Intersection Capacity Utilization</i>					

**Table 4.15-6 Projected LOS at Major Intersections with Improvements**

Summary of Future LOS Analyses -- With Geometric and Operational Improvements					
Intersection		AM Peak			
#	Name	ICU Percentage	ICU LOS	Average Delay (seconds)	Intersection LOS
1	J St/HW 43 & HW 46	45.6	A	13.3	B
2	HW 43/F St & HW 46	60.6	B	19.9	B
3	HW 43 & 7th St	80.0	D	15	B
4	HW 43 & Poso Ave	57.0	B	7	A
5	HW 43 & Filburn Ave	56.9	B	6.1	A
6	Griffith Ave & HW 46	65.9	C	18	B
7	Griffith Ave & 7th St	57.6	B	11.3	B
8	Griffith Ave & Poso Ave	51.4	A		
9	Griffith Ave & Filburn Ave	40.3	A		
10	Palm Ave & HW 46	77.8	D	19.6	B
11	Palm Ave & 7th St	60.9	B	9.7	A
12	Palm Ave & Poso Ave	58.0	B		
13	Palm Ave & Filburn Ave	40.4	A		
14	Central Ave & HW 46	65.3	C	22.8	C
15	Central Ave & 7th St	34.7	A		
16	Central Ave & Poso Ave	36.3	A		
17	Central Ave & Filburn St	26.4	A		
18	Magnolia Ave & HW 46	41.0	A	13.2	B
19	Magnolia Ave & 7th St	30.5	A		
20	Magnolia Ave & Poso Ave	34.9	A		
21	Magnolia Ave & Filburn St	21.2	A		
		PM Peak			
1	J St/HW 43 & HW 46	51.9	A	12.6	B
2	HW 43/F St & HW 46	68.2	C	33.9	C
3	HW 43 & 7th St	76.1	D	12.7	B
4	HW 43 & Poso Ave	71.3	C	8.6	A
5	HW 43 & Filburn Ave	66.4	C	8	A
6	Griffith Ave & HW 46	78.0	D	19.7	B
7	Griffith Ave & 7th St	64.1	C	13.8	B
8	Griffith Ave & Poso Ave	55.8	B		
9	Griffith Ave & Filburn Ave	37.7	A		
10	Palm Ave & HW 46	79.9	D	25.9	C
11	Palm Ave & 7th St	62.7	B	10.5	B
12	Palm Ave & Poso Ave	65.5	C		
13	Palm Ave & Filburn Ave	40.4	A		
14	Central Ave & HW 46	68.1	C	26.3	C
15	Central Ave & 7th St	34.4	A		
16	Central Ave & Poso Ave	43.2	A		
17	Central Ave & Filburn St	27.3	A		
18	Magnolia Ave & HW 46	52.5	A	13.6	B
19	Magnolia Ave & 7th St	29.3	A		
20	Magnolia Ave & Poso Ave	31.7	A		
21	Magnolia Ave & Filburn St	20.8	A		
		<i>ICU = Intersection Capacity Utilization</i>			

**Table 4.15-7 Recommended Improvements at Major Intersections**

Corridor/Major Thoroughfare	Improvements	Affected Intersections
<b>CA 46</b>	<p>Provide right turn lanes eastbound and westbound on CA 46,</p> <p>Provide left turn lanes eastbound and westbound on CA 46,</p> <p>Widen to two through lanes throughout the length of CA 46 as already planned by Caltrans for the future.</p> <p>Signalize major intersections</p> <p>Optimize signal timing throughout</p>	#1, #2, #6, #10, #14, #18
<b>CA 43</b>	<p>Provide right turn lanes northbound and southbound on CA 43</p> <p>Provide left turn lanes northbound and southbound on CA 43</p> <p>Widen two through lanes throughout the length of CA 43 within the City as already done by Caltrans south of the City</p> <p>Signalize major intersections</p> <p>Optimize signal timing throughout</p>	#1, #2, #3, #4, #5

**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.

**Applicable Regulations:**

City of Wasco LOS Standards

**Significance before Mitigation:** Potentially Significant

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**TRANS-2** Build out of the Plan would result in **potentially significant** impacts to a local congestion management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency.

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CA-46 and CA-43 are both included in the Kern County Congestion Management Plan (CMP). Level of service (LOS) E has been established as the minimum system-wide level of service standard in the Kern County CMP (Kern Council of Governments, 2012). As discussed in TRANS-1, the LOS of six intersections will likely decrease below E, assuming the worst-case scenario under which there are no geometric improvements. Thus, buildout of the Plan could potentially conflict with the CMP.

Please refer to TRANS-1 for a discussion of potential improvements that will bring the LOS above E to conform with the CMP.

**Applicable Regulations:**

Kern County CMP Element of 2014 Preliminary Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS), December 2012, pp 5-101-5-111

**Significance before Mitigation:** Potentially Significant

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**TRANS-3** Build out of the Plan would result in **no impact** to local air traffic patterns including either an increase in traffic levels or a change in locations that results in substantial safety risks.

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The Wasco-Kern County Airport is located to the north of the City. The runway fails to meet the length and weight requirements rendering it little used by very small aircrafts primarily for crop dusting and emergency response. The Plan does not promote uses that would generate increased flight activities into and out of the airport.

**Applicable Regulations:**

None

**Significance before Mitigation:** No Impact

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**TRANS-4** Build out of the Plan would result in **no impact** as it would not increase hazards due to design features (e.g. sharp curves or dangerous intersections) or incompatible uses.

---

All development under the Plan would be subject to design and safety standards, specified under the Wasco Municipal Code, which references the California Building Code and portions of the International Fire Code. As with current practice, all future roadways would be designed and reviewed in consultation with engineers to determine their compliance with these codes and regulations with regards to ensuring user safety.

**Applicable Regulations:**

California Complete Streets Act of 2008 (AB 1358)

Wasco Municipal Code

**Significance before Mitigation:** Not Significant

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**TRANS-5** Build out of the Plan would result in **no significant** impacts to adequate emergency access.

---

All development under the Plan would be subject to design and safety standards, specified under the Wasco Municipal Code, which references the California Building Code and portions of the International Fire Code. As with current practice, all future roadways would be designed and reviewed in consultation with engineers to determine their compliance with these codes and regulations with regards to adequate emergency access.

**Applicable Regulations:**

Wasco Municipal Code

**Significance before Mitigation:** Not Significant

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**TRANS-6** Build out of the Plan would result in **less-than-significant** conflicts with adopted policies, plans or programs concerned with public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

---

Wasco, along with all other cities in California, must comply with the California Complete Streets Act of 2008 (AB 1358), requiring that cities ensure that local streets meet the needs of all users. The Plan includes several policies and programs which support public transit, bicycle, and pedestrian facilities while ensuring adequate vehicular facilities.

**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 the Plan (Map 4.3 of 2040 General Plan) 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 (86' – 104' 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 86' right-of-way, up to a four-lane divided roadway with a painted median and a 104' 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.

Local Streets (54' to 62' 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 54' to 62' 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.

**Applicable Regulations:**

California Complete Streets Act of 2008 (AB 1358)

**Significance before Mitigation:** Less than Significant

#### 4.15.3.1. CUMULATIVE IMPACTS

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**TRANS-7** Build out of the Plan, in combination with past, present, and reasonably foreseeable projects would result in **less than significant** additional cumulative considerable impacts.

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Cumulative impacts to transportation and traffic resulting from implementing the General Plan are to be addressed locally on a case by case basis during development through implementation of goals, objectives, and policies of the Plan. These policies emphasize walking and biking in the City center while increasing regional connectivity for all users through all modes of transportation. Through the policies proposed in the Plan (and previously identified in this impact discussion) potential increases in traffic as a result of proposed development would be mitigated to a level of non-significance.

#### 4.15.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

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**TRANS-1** Build out of the proposed plan would result in **potentially significant** impacts to some intersection levels of service.

---

**Mitigation Measure TRANS-1:**

In order to mitigate the potential impacts of the General Plan, new developments will have to conduct travel impact studies to determine increases in traffic volumes attributable to specific developments. If the studies project unacceptable levels of service, then mitigation measures should be put in place. With new State requirements (Complete Streets Act – AB1358 – of 2008) for treatments to accommodate multiple modes, cities have a wide array of mitigation measures at their disposal. Some measures would create travel environments to enable users switch to non-motorized modes, such as walking and biking; other measures would promote use of public transit; while nevertheless others



would require geometric improvements to better accommodate the automobile. As identified in the appendix to this section, some would involve the addition of turn bays, restriction of on-street parking, creation of bus pull-outs, while others may ultimately require the addition of through lanes on such major arteries as CA 46 and CA 43. Under today's multi-modal travel requirements, acceptable levels of service are no longer for auto drivers only, but averaged over all users. Therefore, mitigation measures should be implemented to achieve sufficient capacity for walkers, bikers, transit passengers, and autos.

---

**TRANS-2** Build out of the proposed plan would result in **potentially significant** impacts to a local congestion management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency.

---

### **Mitigation Measure TRANS-2:**

Identify funding sources and implement the following intersection improvements for CA 46 and CA 43:

- Provide right turn lanes eastbound and westbound on CA 46,
- Provide left turn lanes eastbound and westbound on CA 46,
- Widen to two through lanes throughout the length of CA 46 as already planned by Caltrans for the future.
- Signalize major intersections
- Optimize signal timing throughout
- Provide right turn lanes northbound and southbound on CA 43
- Provide left turn lanes northbound and southbound on CA 43
- Widen two through lanes throughout the length of CA 43 within the City as already done by Caltrans south of the City
- Signalize major intersections
- Optimize signal timing throughout

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## 4.16. UTILITIES

Would the Proposed Plan:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

addition to the provider's existing commitment?				
6. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 4.16.1. WATER SERVICE

This section describes the existing condition and availability of water resources, as well as the potential impacts from build out of the proposed Plan and associated demand. This section focuses on provision of water resources, further information can be found in Section 4.9 'Water Quality'.

##### 4.16.1.1. ENVIRONMENTAL SETTING

The Shafter-Wasco Irrigation District provides agricultural water service. The District is a political subdivision of the State of California—an independent agency operating under the California Water Code (2013). The District exists to procure and distribute water to both agricultural and domestic needs (2013).

The City of Wasco “supplies potable water to a population of 19,511 residents. The City’s sole source of potable water is pumped from groundwater wells owned and operated by the City” (City of Wasco, 2013).

Within Wasco’s incorporated area, the "Water Division operates and maintains the City’s water well sites, water distribution system, customer water services, wastewater

collection system and all related appurtenances in accordance with all regulatory rules and regulations" (City of Wasco, 2015).

#### **4.16.1.1.1 Regulatory Framework**

This section discusses federal and State regulations and programs related to provision of water services.

#### **Federal Regulations**

##### ***U.S. Environmental Protection Agency***

##### ***Federal Safe Drinking Water Act (SDWA)***

The U.S. Environmental Protection Agency (EPA) sets drinking water standards for local jurisdictions to meet. All water providers, except wells serving less than 25 people, must meet the standards set forth by the SDWA. These standards are met by removing all contaminants, natural and human caused. At the local level, the Central Valley Regional Water Quality Control Board (CVRWQCB) regulates safe drinking water.

#### **State Regulations**

##### ***State Water Resources Control Board***

##### ***California Porter-Cologne Water Quality Control Act***

The California Porter-Cologne Water Quality Control Act, passed in 1969, gave authority to the State Water Resource Control Board to govern water quality and water rights in the State. This statute also established the Regional Water Quality Control Boards to monitor and assess local and regional water quality in day to day operations. It is the role of the Regional Water Control Boards to regulate discharges that have potential effects on local surface and/or groundwater.

##### ***Executive Order B-29-15***

Executive Order B-29-15 was put out by Governor Brown as a response to the ongoing drought conditions in the State. The Order requires a statewide reduction in potable urban water use of 25 percent between June 2015 and February 2016. "To reach the statewide 25 percent reduction mandate, the emergency regulation assigns each urban water supplier (serving more than 3,000 connections) a conservation standard that ranges between 4 percent and 36 percent based on their residential gallons per capita per day (R-GPCD) for the months of July-September 2014" (State Water Resources Control Board [SWRCB], 2015a, p. 1). Overall, the statewide 25 percent reduction goal corresponds to 1.2 million acre-feet of water over nine months (SWRCB, 2015a, p. 1). Water suppliers are also required to notify customers about leaks that are within the customer's control, and report on water use, compliance, and enforcement (SWRCB, 2015a, p. 2).



## **California Department of Water Resources**

### *California Groundwater Management Act*

AB 3030 offers direction to local agencies in creating voluntary Groundwater Management Plans in designated groundwater basins. These plans have the authority to finance basin management by increasing revenue. In 2014, the California legislature passed the California Groundwater Management Act, which will supersede AB 3030, but will not go into effect until 2017.

### *California Sustainable Groundwater Management Act*

The California Sustainable Groundwater Management Act and its component bills: AB 1739, SB 1168, and SB 1319, provide specific authority to a groundwater sustainability agency to impose fees and provide technical assistance to entities that extract or use groundwater. Best management practices will be published by January 1st, 2017. SB 1168 expands the relevant information in groundwater plans to include adverse impacts on local habitat and local stream flows. All high and medium priority basins subject to critical conditions of overdraft are to be managed under a groundwater sustainability plan by January 31st, 2020, and all other high or medium priority basins must be managed by a groundwater sustainability plan by January 31st, 2022.

### *Senate Bill 610 and 221 (SB 610 and 221)*

SB 610 and 221 were passed in 2001 to address the Urban Water Management Planning Act, which SB 610 amended. SB 221 references both the Urban Water Management Plan and the Urban Water Shortage Contingency Analysis. Both SB 221 and SB 610 ensure adequate water supplies to California's communities through coordination of local water supply and land use decisions. SB 610 requires local water assessments for inclusion under CEQA (California Environmental Quality Act) for certain projects defined by Water Code 10912. Consequently, under SB 221, local approval of certain subdivisions requires official verification of adequate water supply.

### *State Updated Model Landscape Ordinance (AB 1881)*

AB 1881 amends AB 325, the Water Conservation in Landscape Act of 1990. AB 325 required the California Department of Water Resources to implement a Model Ordinance stating "that landscape design, installation, and maintenance can and should be water efficient" (DWR, 2015a). AB 1881 requires the DWR to update the model ordinance in accordance with the Water Smart Landscapes for California (2005) report.

### *California Sustainable Groundwater Management Act*

The California Sustainable Groundwater Management Act and its component bills: AB 1739, SB 1168, and SB 1319, provide specific authority to a groundwater sustainability agency to impose fees and provide technical assistance to entities that extract or use groundwater. Best management practices will be published by January 1st, 2017. SB 1168 expands the relevant information in groundwater plans to include adverse impacts on local habitat and local stream flows. All high and medium priority basins subject to

critical conditions of overdraft are to be managed under a groundwater sustainability plan by January 31st, 2020, and all other high or medium priority basins must be managed by a groundwater sustainability plan by January 31st, 2022.

*The Water Conservation Act of 2009 (Senate Bill X7-7)*

Senate Bill X7-7 requires all water suppliers to increase efficiency. “The legislation sets an overall goal of reducing per capita urban water use by 20% by December 31, 2020. The state shall make incremental progress towards this goal by reducing per capita water use by at least 10% by December 31, 2015” (California Department of Water Resources). If urban water suppliers do not meet the goals by 2016, they will not be eligible for State water grants or loans.

*State Updated Model Landscape Ordinance (AB 1881)*

AB 1881 amends AB 325, the Water Conservation in Landscape Act of 1990. AB 325 required the California Department of Water Resources to implement a Model Ordinance stating “that landscape design, installation, and maintenance can and should be water efficient” (California Department of Water Resources, 2010). AB 1881 requires the Department of Water Resources to update the model ordinance in accordance with the Water Smart Landscapes for California (2005) report.

***California Department of Housing and Community Development***

*Water and Sewer Service Priority for Housing Affordable to Lower-Income Households (SB 1087)*

Under SB 1087, local governments must coordinate housing stock and water supply by requiring jurisdictions to provide the adopted housing element to the local water and sewer providers. Service providers must grant priority to proposed development that includes affordable units for lower-income households.

**Local Regulations**

There are no applicable local regulations

#### 4.16.1.1.2 Existing Conditions

The table below shows the gross water use in the City of Wasco. The data from 2005 and 2010 are actual water use amounts, while subsequent years are projections.

**Table 4.16-1 Total Water Use in 5-Year Increments**

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>Unaccounted-for &amp; 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>

*Units of Measure: acre-feet/year. Modified from (City of Wasco, 2013, p. 20)*

Table 4.16-2 shows the water demand on a gallons per capita day basis.

**Table 4.16-2 Water Demand Based on Population Projections**

Year	Population	Gallons per capita day
<b>2010</b>	19,511	214
<b>2015</b>	25,196	236
<b>2020</b>	30,881	258
<b>2025</b>	36,566	280
<b>2030</b>	42,251	302
<b>2035</b>	47,936	324

*Source: City of Wasco (2013, p. 14)*

The City of Wasco's current and planned water supplies are shown in the table below. The Urban Water Management Plan double-counts recycled water for agricultural use. For example, while the total water "used," or applied to productive purposes, in the City amounted to 6,547 acre-feet in 2010, only a gross amount of 4,681 acre-feet of groundwater was produced. Thus, 1,866 acre-feet of water was "used" twice. The amount of water that will have to be produced from the ground will be less than what is

actually "used" by City residents. Thus between 2010 and 2035, the amount of groundwater produced by the City is expected to increase by 272 percent.

**Table 4.16-3 Current and Planned Water Supplies**

Water Supply Sources	2010	2015	2020	2025	2030	2035
City produced groundwater	4,681	6,661	8,925	11,469	14,293	17,397
Recycled water used for agricultural irrigation (adds to groundwater supply)	1,866	3,246	3,978	4,710	5,443	6,175
Transfers/Exchanges in or out	0	0	0	0	0	0
Desalination	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>

Units of Measure: acre-feet/year. Modified from (City of Wasco, 2013, p. 25)

The table below displays characteristics of Wasco's source of potable water. Wells #6 and #9 are inactive due to high concentrations of nitrate in their water (City of Wasco, 2013, p. 32). Well #2 is not able to operate with the local distribution system because its location in the lower most elevation zone and high horsepower pump would over-pressurize the system (City of Wasco, 2013, p. 32).

**Table 4.16-4 City of Wasco Water Wells**

Well #	Location	Pumping Capacity				
		Status	GPM	MGD	AFY	PSI
5	City Yard - 8th & F	Active	748	1.08	1,207	39
6	Santa Fe - H St. between Roberts and Rouse	Inactive	0	0.00	0	-
7	4th & Poplar	Active	905	1.30	1,460	61
8	Poso between Aspen and Beckes	Active	1,069	1.54	1,724	61

<b>10</b>	Iris St. & Griffith	Active	1,499	2.16	2,418	47
<b>11</b>	Oak & 11th	Active	1,426	2.05	2,300	0
<b>12</b>	McCombs at future Griffith intersection	Active	1,227	1.77	1,979	71
	Total Active Capacity		6,874	9.90	11,088	
<b>2</b>	City Golf Course - Hwy. 46 & Leonard	Inactive	1,701	2.45	2,744	0
<b>9</b>	16th & G St.	Inactive	1,045	1.50	1,686	52
<b>Total Standby</b>			<b>9,620</b>	<b>13.85</b>	<b>15,517</b>	

*Metrics used include gallons per minute (GPM), millions of gallons per day (MGD), acre-feet per year (AFY), and pounds per square inch (PSI). Modified from (City of Wasco, 2013, p. 32)*

Water wells in the City of Wasco pump from the Kern 'County Subbasin, which extends from the northern border of Kern County to almost the southern edge of the County (City of Wasco, 2013, p. 30).

The amount of groundwater pumped is expected to increase through 2035; however water supply is expected to meet demand in both normal year and dry year conditions

Since the City relies on groundwater as its water resource, it is not directly affected by reduction of surface water supplies in drought years. Secondary effects of drought conditions, such as increased extraction to compensate for lost surface water resources, can cause the lowering of the water table, potentially compromising water supplies during drought conditions.

The Water District of Wasco distributes the water supply to residential and commercial users. The primary user of this water supply is the residential sector. Targeting reduction in residential water demand will be critical for water conservation in drought conditions.

#### **4.16.1.2. STANDARDS OF SIGNIFICANCE**

This section discusses the standards of significance that are established to assess the level of significance for impacts on water service proposed by the Plan.

#### 4.16.1.2.1 CEQA Thresholds

Appendix G of the CEQA guidelines asks the following in regard to significant impact thresholds for water service:

1. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
2. Would the project have sufficient water supplies available to serve the [plan] from existing entitlements and resources, or are new or expanded entitlements needed?

#### 4.16.1.2.2 Methodology

This section establishes a methodology to determine whether the proposed Plan results in significant impacts to the City's water service in accordance with the CEQA thresholds presented in the section above.

The City's water use should be discussed in light of recent state mandates to reduce per capita water use. The Water Conservation Act of 2009 (SBX7-7) requires municipalities to reduce their per capita water use by 10 percent by 2015 and 20 percent by 2020. The City calculated its benchmark value to be 248 GPCD (2013, p. 22). Thus, the City determined its interim 2015 water use target to be 223 GPCD and 2020 water use target to be 198 GPCD (2013, pp. 23-24). The City met its interim target for 2015 in 2010 as its GPCD was 214, and has incorporated the 2020 198 GPCD water use target as official policy in the Conservation, Open Space, and Recreation Element of its General Plan. Tables 4.16-5, 4.16-6, 4.16-7, and 4.16-8 shows total water demand, total water supply, and the differences between total water demand and total water supply by year and under the scenarios of whether conservation measures were implemented or not.

**Table 4.16-5 Water Demand with no Conservation Measures - A**

Year	2005	2010	2015	2020	2025	2030	2035
<b>Population</b>		19,511	25,196	30,881	36,566	42,251	47,936
<b>Average per capita demand (GPCPD)</b>		214	236	258	280	302	324
<b>Total Demand (gal/day)</b>	3,967,348	4,175,354	5,946,256	7,967,298	10,238,480	12,759,802	15,531,264

<b>Total Demand (AFD)</b>	12.18	12.81	18.25	24.45	31.42	39.16	47.66
<b>Total Demand (AFY)</b>	4,444	4,677	6,661	8,925	11,469	14,293	17,397

**Table 4.16-6 Water Demand with Conservation Measures - B**

<b>Year</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>
<b>Population</b>		19,511	25,196	30,881	36,566	42,251	47,936
<b>Target 2020 Average per capita demand (GPCPD)</b>	-	-	198	198	198	198	198
<b>Total Demand (gal/day)</b>	-	-	4,988,808	6,114,438	7,240,068	8,365,698	9,491,328
<b>Total Demand (AFD)</b>	-	-	15.31	18.76	22.22	25.67	29.13
<b>Total Demand (AFY)</b>	-	-	5,588	6,849	8,110	9,371	10,632
<b>Reduced Total Demand A - B (AFY)</b>	-	-	1,072	2,075	3,359	4,922	6,766

In addition to reducing average per capita demand to 198 GPCPD, the City would consider implementing the following conservation measures in the event that the groundwater basin experiences overdraft conditions during an extended water drought:

- Restricted irrigation on an odd day-even day schedule;
- Residential vehicle washing restrictions;
- Toilet flushing restrictions;
- Gray water (dish, bath, and laundry wastewater) reuse;
- And other measure not yet identified (City of Wasco, 2013, p. 44).

**Table 4.16-7 Water Supply with Planned Improvements - C**

<b>Year</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>
<b>City produced groundwater (AFY)</b>	-	4,681	6,661	8,925	11,469	14,293	17,397
<b>Recycled Water (Agricultural Irrigation) (AFY)</b>	-	1,866	3,246	3,978	4,710	5,443	6,175
<b>Total Supply (AFY)</b>	-	6,547	9,907	12,903	16,179	19,736	23,572

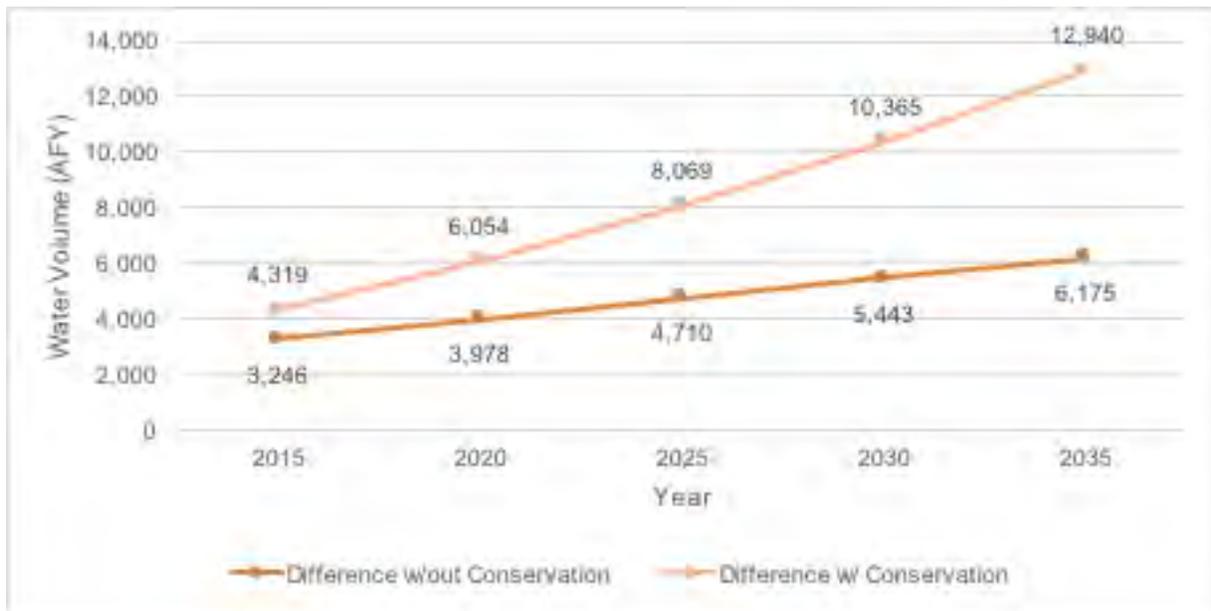
The planned improvements that the City of Wasco will implement over the planning horizon include the following:

- Construction of a 3 million gallon (9.21 AF) reservoir and an additional well;
- Expansion of the Waste Water Treatment Plant from 3.0 MGD (9.21 AFD) to 4.5 MGD (13.81 AFD);
- And installation of an emergency generator for Well #7, which would allow pumping facilities to remain in operation during an extended power outage (City of Wasco, 2013, p. 44).

**Table 4.16-8 Difference in Water Supply and Water Demand**

Year	2005	2010	2015	2020	2025	2030	2035
<b>C – A (AFY)</b>	-	-	3,246	3,978	4,710	5,443	6,175
<b>C – B (AFY)</b>	-	-	4,319	6,054	8,069	10,365	12,940

**Figure 4.16-1 Difference in Water Supply and Water Demand by Year**



The difference of the areas under each line in Figure 4.16-1 gives the total amount of water saved with conservation. A total of 71,376 AF of water would be saved over the 2015 to 2035 planning horizon if conservation measures were implemented.

Since water supply exceeds water demand over the planning horizon regardless of whether conservation measures were implemented or not, it can be concluded that the water supply will be adequate to meet water demand.

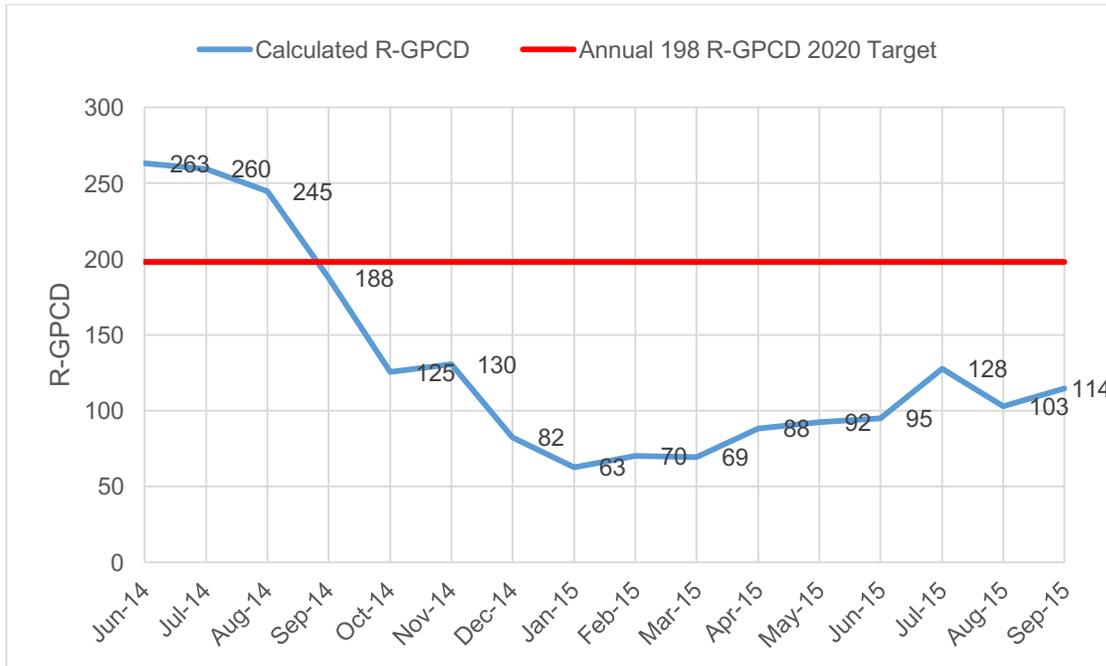
As of recently, the City of Wasco is required to conform its water use to a new mandate. In accordance with requirements mandated by Executive Order B-29-15, water suppliers in the state are required to report their monthly water usage in residential gallons per capita (R-GPCD). As stated above, most of the City's water service serves residential uses, with only recycled water being used for agriculture irrigation. It is therefore appropriate to use R-GPCD alongside GPCD. Table 4.16-9 shows the R-GPCD for the City between June 2014 and September 2015.

**Table 4.16-9 June 2014-September 2015 R-GPCD**

<b>Time Period</b>	<b>Calculated R-GPCD</b>
<b>Jun-14</b>	263
<b>Jul-14</b>	260
<b>Aug-14</b>	245
<b>Sep-14</b>	188
<b>Oct-14</b>	125
<b>Nov-14</b>	130
<b>Dec-14</b>	82
<b>Jan-15</b>	63
<b>Feb-15</b>	70
<b>Mar-15</b>	69
<b>Apr-15</b>	88
<b>May-15</b>	92
<b>Jun-15</b>	95
<b>Jul-15</b>	128
<b>Aug-15</b>	103
<b>Sep-15</b>	114

*Modified from SWRCB (2015b)*

**Figure 4.16-2 Monthly Residential Water Usage in Gallon per Capita from June 2014-September 2015.**



Modified from SWRCB (2015b)

Water use in the City is seasonal, with the summer months representing the greatest R-GPCD figures. While the monthly R-GPCD figures are not directly comparable with the annual R-GPCD, it should be noted that since September 2014, the City's monthly per capita water usage rates have been below its 2020 annual 198 R-GPCD target. The rates are substantially below projected demand from Table 4.16-10.

However, the City is not in compliance with its required water conservation goal under Executive Order B-29-15. To illustrate, the SWRCB issued the following conservation requirements for water suppliers in 2015:

**Table 4.16-10 Conservation Requirements**

Tier	R-GPCD Range (Jul-Sep 2014)		Conservation Standard
	From	To	
1	N/A	N/A	4%
2	0	64.99	8%
3	65	79.99	12%
4	80	94.99	16%
5	95	109.99	20%
6	110	129.99	24%
7	130	169.99	28%
8	170	214.99	32%
9	215	612.00	36%

Modified from SWRCB (2015c, p. 1)

Because the City of Wasco's R-GPCD from July 2014 to September 2014 was 231.1, it falls under Tier 9 and has a conservation standard of 36 percent (SWRCB, 2015c, p. 10). The 36 percent conservation standard is compared to a cumulative conservation rate calculated as follows (SWRCB, 2015, p. 2):

- Cumulative Savings Rate =  $1 - \frac{[(\text{Total Production for June, July, August, and September in 2013}) / (\text{Total Production for June, July, August, and September for Subsequent Years})]}{1}$

The cumulative savings rate for the City of Wasco as of 2015 is presented below:

**Table 4.16-11 Calculated Savings Rate**

Year	June	July	August	September	Total	Percent Savings	36% Conservation Requirement Met?
2013	151.00	193.33	170.90	153.56	668.79	0.0%	No
2014	154.00	157.00	148.00	122.00	581.00	13.1%	No
2015	113.03	137.48	133.03	119.67	503.21	24.8%	No

*Units are millions of R-GPCD. Modified from (SWRCB, 2015b)*

As the Executive Order was issued on April 1, 2015, the amount of time for the City to substantially reduce its water usage has not passed. The effort to reach the 36 percent cumulative savings rate is an ongoing effort at the time of this writing. For the City to reach the 36 percent target, its total water production for a June, July, August, and September period would have to be 428,025,600 gallons or less. Based on the 2015 total production values, the City needs to reduce its water production by a further 75,184,400 gallons to reach its conservation target.

#### 4.16.1.3. IMPACT DISCUSSION

This section discusses the Plan-specific impacts related to water services.

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**US-1** Build-out of the proposed Plan would result in **less-than-significant** impacts in regards to sufficient water supplies for the service area.

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The proposed Plan has sufficient water supplies to serve existing entitlements and resources and will not need expanded entitlements, resulting in less than potentially

significant environmental impacts. However, the City of Wasco must reduce its water demand regardless because of actions mandated by Executive Order B-29-15. The proposed Plan includes the following policies and actions that address water supply impacts to reduce water use:

**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.



## **PF Policy 1**

Plan for and provide sufficient public facilities and service 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.

### **Applicable Regulations:**

Federal Safe Drinking Water Act  
California Porter-Cologne Water Quality Control Act  
California Senate Bill (SB) 610 and 221  
California Urban Water Management Planning Act  
California Groundwater Management Act  
City of Wasco 2010 Urban Water Management Plan  
State Updated Model Landscape Ordinance (Assembly Bill 1881 [2006])

**Significance Before Mitigation:** Less-than-Significant

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**US-2** Build-out of the proposed Plan would result in **potentially significant** impacts in regards to the construction of new water facilities or expansion of existing facilities.

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The proposed Plan relies on data from the 2013 Urban Water Management Plan, which uses data accurate only up to 2010. Thus, any figures representing latter years may be substantially different from actual figures due to the ongoing drought. In any case, the proposed Plan assumes that a "No Waste" Ordinance and the construction of a 3 million gallon reservoir and a new well will allow it to expand its water supply capacity beyond its projected total need in 2035. Therefore, the proposed Plan will result in the construction of a new water treatment facility, the construction of which could cause potentially significant environmental impacts. The proposed Plan includes the following policies and actions that address water supply impacts to reduce this impact:

**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.

**PF Policy 1**

Plan for and provide sufficient public facilities and service 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.

**Applicable Regulations:**

Federal Safe Drinking Water Act

California Porter-Cologne Water Quality Control Act

California Senate Bill (SB) 610 and 221

California Urban Water Management Planning Act

California Groundwater Management Act

City of Wasco 2010 Urban Water Management Plan

State Updated Model Landscape Ordinance (Assembly Bill 1881 [2006])

**Significance Before Mitigation:** Potentially Significant

#### 4.16.1.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

While impacts to water supplies for the City of Wasco are less than significant under the proposed Plan, Executive Order B-29-15 still requires the City to reduce its water demand. Therefore, mitigation measures are still proposed:

**Mitigation US-1a:**

The City of Wasco shall keep annual daily per capita water use to 198 GPCD (gallons per capita daily or below in order to comply with the Water Conservation Act of 2009.

**Mitigation US-1b:**

The City of Wasco shall reach its cumulative savings rate target of 36 percent below its total production for June, July, August, and September in 2013 in order to comply with Executive Order B-29-15.

**Significance After Mitigation:** Less-than-significant

---

**US-2** Build-out of the proposed Plan would result in **potentially significant** impacts in regards to the construction of new water facilities or expansion of existing facilities.

---

**Mitigation US-2a:**

The City of Wasco shall update their Municipal Services Review in accordance with LAFCO law, to assure facilities have adequate capacity.

**Mitigation US-2b:**

The City of Wasco shall not permit construction of new private wells in the City Limits

**Significance After Mitigation:** Less than Significant

## 4.16.2. SEWER SERVICE

### 4.16.2.1. ENVIRONMENTAL SETTING

This section describes the existing condition of sewer services, and the potential impacts from build out of the proposed Plan and associated demand. According to the City of Wasco's Urban Water Management Plan,

The City owns and operates a wastewater treatment facility (WWTF) located west of the community. The present [WWTFs] were originally constructed in 1937. The [WWTFs] have since enlarged and/or modified on a number of occasions. The last four expansions were completed in 1979 under a Clean Water Grant, in 1988 under a Farmers Home Administration Loan, and in 1999 under a State Revolving Fund loan. In 2010/11, upgrades have taken place with funding under the American Recovery and Reinvestment Act of 2009. . . .

The design capacity of the existing plan is 3.0 [million gallons per day (mgd)].

The City is permitted to discharge its effluent to 605 acres of City-owned land that surrounds the WWTF to the south and west (160 acres percolation and storage plus 445 acres irrigation). The irrigation practice helps to replenish the area groundwater table through deep percolation and reduces groundwater overdraft. Effluent generally flows by gravity with the use of booster pumps during high flows through several miles of pipeline and open ditches. It is expected that this practice will continue in the future and aid the groundwater basin recharge.

Currently, the WWTF produces approximately 1.7 mgd (5.2 acre-feet/day) of undisinfected, secondary treated effluent. The City land is permitted for 2.9 mgd. The effluent is used strictly for agricultural practices within the reuse area (2013, pp. 35-36).

#### 4.16.2.1.1 Regulatory Framework

This section discusses federal and State policies and regulations regarding wastewater and sewer services.

##### **Federal Regulations**

##### ***U.S. Environmental Protection Agency***

##### ***The Clean Water Act (CWA)***

Under the Clean Water Act, it is illegal to discharge any pollutant from a point source into navigable waters without an NPDES permit. According to the EPA: "point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge

do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters" (2015).

*The National Pollution Discharge Elimination System (NPDES)*

The National Pollution Discharge Elimination System (NPDES) program is implemented locally by the Central Valley Regional Water Quality Control Board on behalf of the Environmental Protection Agency. The NPDES program is administered via Section 402(p) of the Federal Clean Water Act, and aims to reduce pollution from point sources into stormwater discharge. Permits are often required for projects discharging into lakes, streams, or other water bodies. Construction permits are required for projects disturbing more than one acre. Permits require elimination or reduction of non-stormwater discharges into stormwater systems or other waters of the United States and the development, implementation, and monitoring of a Storm Water Pollution Prevention Plan (SWPPP).

### **State Regulations**

*State Water Resources Control Board*

All public sewer collection systems with more than one mile of pipe must adhere to the General Waste Discharge Requirement (Order No. 2006-0003). This order requires that public operators control the volume of waste discharged by all feasible methods, to prevent sewer waste from entering the storm sewer system, and to create a Sewer System Management Plan (SSMP). Furthermore, the order also requires storm sewer overflows to be reported to the California State Water Resources Control Board. Locally, the California State Water Resources Control Board delegates authority to the Central Coast Regional Water Quality Control Board.

California Department of Housing and Community Development

*Water and Sewer Service Priority for Housing Affordable to Lower-Income Households (SB 1087)*

Under SB 1087, water and sewer requirements for developments that include affordable housing to lower-income households must be given priority via adopted written policies. Water and sewer providers are prohibited from denying, adding conditions to approval, or reducing the level of service to proposed development applications which include affordable housing for lower-income households.

#### **4.16.2.1.2 Existing Conditions**

##### **Sewer Service**

As mentioned above, wastewater in the City of Wasco is handled by the WWTF. The table below shows the amount of wastewater collected and treated by the WWTF.

**Table 4.16-12 Wastewater Collected and Treated**

Year	2005	2010	2015	2020	2025	2030	2035
<b>Wastewater collected &amp; treated</b>	1,899	1,856	3,246	3,978	4,710	5,443	6,175
<b>Quantity that meets recycled water standard</b>	1,899	1,856	3,246	3,978	4,710	5,443	6,175

*Modified from (City of Wasco 2010 Urban Water Management Plan, 2013, p. 37)*

The City of Wasco has concluded that wastewater reclamation for domestic uses would not be cost-effective (2013, p. 38). Recycled water will only be used for landscape or agricultural irrigation for the near future.

Plans for an expansion of the WWTF were completed in 2005. The expansion includes the construction of facilities to reliably transfer final effluent to City owned farmland and to existing and new percolation/evaporation ponds. This includes the addition of a new effluent pump station, 2.8 miles of effluent pipeline leading to the existing and new ponds, and 1,200 linear feet of pipeline leading to 55 acres owned by the City for irrigation.

To optimize the use of recycled water the City needs to encourage recycled water use with a combination of financial incentives, city policies, staff assistance, and training opportunities. The City has yet to conduct a technical or economic feasibility study due to budget constraints.

In addition, the City of Wasco addresses waste water in the Municipal Code, the water waste prohibition ordinance. The “No Waste” Ordinance includes year round watering restrictions, and prohibition of water waste. The City entered Phase 2 of the Ordinance’s 5 stage conservation program in February 2014. In order to comply with the Phase 2 requirements, water customers within the City limit of Wasco are required to limit excessive use of water and restrict the amount of water running into a gutter, ditch, or drain. This second phase of the ordinance states that customers are only permitted to use water for household landscaping on Sunday, Tuesday, Thursday, and Saturday. The following restrictions for the conservation phase are in addition to the specification of watering days:

- The use of sprinkler systems will only be allowed between the hours of 7PM and 6AM.

- The washing of vehicles is permitted only on designated watering days, between the hours of 8AM and 6PM. All washing shall be done with a hand-held bucket or hose equipped with a positive shut off nozzle.
- The emptying and refilling of water to swimming pools or spas is permitted only on designated watering days between the hours of 7PM and 6AM.
- The washing of sidewalks, driveways, parking areas, courts, patios, streets, gutters, or other paved areas is absolutely prohibited, unless it is necessary for the health and safety, and welfare of the public.

Penalties can range from flow restrictors to termination of water use. The City patrols for violators during the summer months and also responds to complaints from citizens and city employees. In addition, the City Building Department requires all new construction to implement low flow devices to reduce the production of wastewater throughout the City. The City is unable to provide plumbing retrofits to its water customers to replace or upgrade existing devices (City of Wasco, 2009).

#### **4.16.2.2. STANDARDS OF SIGNIFICANCE**

This section discusses the standards of significance regarding the Plan's impacts on the existing condition of the sewer service.

##### **4.16.2.2.1 CEQA Thresholds**

Appendix G of the CEQA guidelines outlines the following for sewer service:

1. Would the plan exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
2. Would the plan require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effect?
3. Would the plan result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Evaluation of the potential impact to sewer services was based on a comparison of the proposed Plan and the Central Coast Regional Water Quality Control Board's standards.

The existing WWTF for the City of Wasco is currently permitted by the Central Valley Regional Water Quality Control Board to discharge effluent to 605 acres of City-owned land that is to the south and west of the facility, of which 160 acres is dedicated to percolation and storage and 445 acres is dedicated to irrigation (City of Wasco, 2015, p.

36). While the WWTF currently produces about 1.7 MGD, or 5.2 AFD, of effluent, the 605 acres of City-owned land is permitted to handle 2.9 MGD, or 8.9 AFD, of effluent per day, which is just under the capacity of the WWTF (City of Wasco, 2015, p. 36). A planned expansion of the WWTF will result in a new design capacity of 4.5 MGD, or 13.8 AFD, and 55 new acres of City-owned land that is to be irrigated (p. 44). These numbers are organized in Table 4.16-5 below.

**Table 4.16-13 Effluent Values of Wastewater Treatment Facility**

Units	Land Area	Discharge Volume	
	Acres	MGD	AFD
<b>Permitted</b>	605	2.9	8.9
<b>Actual</b>	605	1.7	5.2
<b>Proposed</b>	660	4.5	13.8

*City of Wasco (2013, p. 36).*

Since this expansion exceeds the wastewater treatment requirements of the Central Valley Regional Water Quality Control Board, the expansion will result in **potentially significant environmental impacts**.

The expansion of the WWTF will involve the construction of a new effluent pump station, 2.8 miles of new 24-inch diameter effluent pipeline, and 1,200 linear feet of 12-inch diameter effluent pipe; these activities will result in **potentially significant environmental impacts**.

The City of Wasco in its proposed Plan expects 6,175 AFY of recycled water demand (all agriculture) in 2035. However, even after the planned expansion of the WWTF, the facility will only be able to produce 5,041 AFY of recycled water. Therefore, the proposed Plan will result in a determination by the wastewater treatment provider that it does not have adequate capacity to serve projected demand, resulting in potentially significant environmental impacts.

### 4.16.2.3. IMPACT DISCUSSION

This section discusses impacts related to sewer service of the proposed Plan.

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**US-3** Build-out of the proposed Plan would result in **potentially significant** impacts in regards to exceeding wastewater treatment requirements of the applicable Regional Water Quality Control Board.

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The proposed Plan proposes an additional 55 acres of land area for the WWTF to discharge effluent on. The proposed Plan also proposes a 1.6 MGD (4.9 AFD) increase in permitted capacity of effluent discharge. Therefore, the proposed Plan exceeds the current wastewater treatment requirements of the applicable Regional Water Quality Control Board. The proposed Plan contains the following policies to mitigate the impacts of exceeding wastewater treatment requirements:

#### **PF Policy 1**

Plan for and provide sufficient public facilities and service 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.

**Applicable Regulations:**

The National Pollution Discharge Elimination System (NPDES)  
Federal Clean Water Act  
California General Waste Discharge Requirement  
California SB 1087  
City of Wasco 2010 Urban Water Management Plan

**Significance Before Mitigation:** Potentially Significant

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**US-4** Build-out of the proposed Plan would result in **potentially significant** impacts in regards to requiring or resulting in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

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The proposed Plan will involve the installation of a new effluent pump station, 2.8 miles of new 24-inch diameter effluent pipeline, and 1,200 linear feet of 12-inch diameter effluent pipe, the construction of which would result in potentially significant environmental impacts. The following policies of the proposed Plan pertain to mitigating the construction impacts:

**PF Policy 1**

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

**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.

**Applicable Regulations:**

The National Pollution Discharge Elimination System (NPDES)  
 Federal Clean Water Act  
 California General Waste Discharge Requirement  
 California SB 1087  
 City of Wasco 2010 Urban Water Management Plan

**Significance Before Mitigation:** Potentially Significant

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**US-5** Build-out of the proposed Plan would result in **potentially significant** impacts in regards to resulting in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the proposed Plan's projected demand in addition to the provider's existing commitments.

---

The proposed Plan expects 6,175 AFY of recycled water demand for agricultural uses in 2035. Even after the planned expansion of the WWTF, however, the facility will only be able to produce 5,041 AFY of recycled water. This is a shortage of 1,134 AFY of recycled water. Therefore, the proposed Plan will result in a determination by the wastewater treatment provider that it does not have adequate capacity to serve projected demand, resulting in **potentially significant environmental impacts**. The following policies are in regard to the wastewater treatment provider providing adequate capacity to serve projected demand:

**PF Policy 1**

Plan for and provide sufficient public facilities and service 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.

**Applicable Regulations:**

The National Pollution Discharge Elimination System (NPDES)  
Federal Clean Water Act  
California General Waste Discharge Requirement  
California SB 1087  
City of Wasco 2010 Urban Water Management Plan

**Significance Before Mitigation:** Potentially Significant

#### 4.16.2.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

This section discusses mitigation measures for the impacts on sewer service of the proposed Plan.

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**US-3** Build-out of the proposed Plan would result in **potentially significant** impacts in regards to exceeding wastewater treatment requirements of the applicable Regional Water Quality Control Board.

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**Mitigation US-3a:**

The City of Wasco shall illustrate the financial and technological ability to obtain the required permit from the Central Valley Regional Water Quality Control Board before expanding its wastewater treatment facility under the proposed Plan.

**Significance After Mitigation:** Less than Significant

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**US-4** Build-out of the proposed Plan would result in **potentially significant** impacts in regards to requiring or resulting in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

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**Mitigation US-4a:**

The City of Wasco shall not permit construction of new water facilities or expansion of existing facilities unless funding has been identified to mitigate the impacts of construction and expansion under the proposed Plan.

**Mitigation US-4b:**

Provide instructional materials on installing in home greywater systems to residents.

**Mitigation US-4c:**

Allow for developers proposing low-density residential subdivisions a decreased sewer impact fee if they install greywater systems on each home, and can provide quantitative analysis illustrating the likely decrease in per-capita sewer discharge.

**Significance After Mitigation:** Less than Significant



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**US-5** Build-out of the proposed Plan would result in **potentially significant** impacts in regards to resulting in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the proposed Plan's projected demand in addition to the provider's existing commitments.

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**Mitigation US-5:**

No permits for new construction shall be issued unless adequate treatment capacity can be demonstrated.

**Significance After Mitigation:** Less than Significant

## 4.16.3. STORMWATER DRAINAGE

### 4.16.3.1. ENVIRONMENTAL SETTING

This section discusses the regulatory framework and existing conditions of storm water drainage in Wasco, as well as the potential impacts of the proposed Plan. According to the City of Wasco Walmart Initial Study, “stormwater within the City is conveyed into subsurface storm drain lines and then ultimately to a system of holding ponds . . . near the City’s existing wastewater treatment plant” (2010b).

#### 4.16.3.1.1 Regulatory Framework

##### Federal Regulations

###### *U.S. Environmental Protection Agency*

###### *The National Pollution Discharge Elimination System (NPDES)*

The National Pollution Discharge Elimination System (NPDES) program is implemented locally by the Central Valley Regional Water Quality Control Board on behalf of the Environmental Protection Agency. The NPDES program is administered via Section 402(p) of the Federal Clean Water Act, and aims to reduce pollution from point sources into stormwater discharge. Permits are often required for projects discharging into lakes, streams, or other water bodies. Construction permits are required for projects disturbing more than one acre. Permits require elimination or reduction of non-stormwater discharges into stormwater systems or other waters of the United States and the development, implementation, and monitoring of a Storm Water Pollution Prevention Plan (SWPPP).

###### *The Clean Water Act (CWA)*

Under the Clean Water Act it is illegal to discharge any pollutant from a point source into navigable waters without an NPDES permit. According to the EPA, “point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters” (EPA, 2014).

#### 4.16.3.1.2 Existing Conditions

The City of Wasco does not have a significant history of flooding. Because of this, however, there is a risk of inundation of the stormwater infrastructure. In particular, 7th Street has a history of flooding. The City has engaged in efforts to improve stormwater drainage along 7th Street to reduce the risk and impacts of inundation. The City has also adopted a policy of 100 percent on-site retention of stormwater for all new developments.



## 4.16.3.2. STANDARDS OF SIGNIFICANCE

### 4.16.3.2.1 CEQA Thresholds

Appendix G of the CEQA guidelines asks:

1. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

### 4.16.3.2.2 Methodology

The proposed Plan does not discuss any specific construction projects to improve drainage infrastructure. Future development in the City will likely not generate substantial surface runoff as the City requires 100 percent on-site retention for future development. The City will enforce this requirement through the entitlement process. This will involve a floodplain administrator, who is also the city engineer, to review all development permits for compliance with drainage requirements at the local, state, and federal level. As for the risk of inundation on 7th Street, there is no specified project proposed to resolve the issue. Therefore, the proposed Plan may result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which will cause **potentially significant environmental effects**.

## 4.16.3.3. IMPACT DISCUSSION

This section will discuss the potential impacts of the proposed Plan on stormwater drainage.

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US-6 Build-out of the proposed Plan may result in **potentially significant** impacts in regards to resulting the construction of new storm water drainage facilities or expansion of existing facilities.

---

Future development will likely not cause inundation as the proposed Plan will require 100 percent on-site retention of surface runoff. The remaining issue is the possibility of inundation on 7th Street. The following policies in the proposed Plan pertain to the risk of flooding:

### **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 measure against storm events and stormwater pollution.

**Applicable Regulations:**

The National Pollution Discharge Elimination System (NPDES)  
Federal Clean Water Act  
City of Wasco 2010 Urban Water Management Plan

**Significance Before Mitigation:** Potentially Significant



#### 4.16.3.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

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**US-6** Build-out of the proposed Plan may result in **potentially significant** impacts in regards to resulting the construction of new storm water drainage facilities or expansion of existing facilities.

---

**Mitigation US-6a:**

The City of Wasco shall require on-site storm water retention for all new development.

**Mitigation US-6b:**

Low Impact Development guidelines shall be adopted and implemented for the construction of new on-site stormwater drainage facilities or expansion of existing facilities under the proposed Plan.

**Significance after Mitigation:** Less than Significance

## 4.16.4. SOLID WASTE

### 4.16.4.1. ENVIRONMENTAL SETTING

This section discusses the regulatory framework and existing conditions of disposal of solid waste and the associated facilities in Wasco. Furthermore, this section describes the potential impacts to solid waste facilities under full build-out of the proposed Plan.

The Wasco Walmart Initial Study states that the City “provides its own trucks to collect refuse. The solid waste is transported to either Arvin or Shafter-Wasco Landfill for disposal” (2010b). The Shafter-Wasco Landfill is part of a system of seven landfills in Kern County operated by the Kern County Waste Management Department (2015). Waste in landfills are 1) confined to as small an area as possible, 2) compacted to reduce size and volume, and 3) covered daily with layers of soil or other cover material (2015). Vehicles are weighed upon entry and exit of the landfill in order to calculate and record the amount of waste dropped off (2015). As much material of the waste is recycled before it is diverted to be buried (2015).

#### 4.16.4.1.1 Regulatory Framework

This section discusses federal and State regulations and goals applicable to solid waste disposal.

##### **Federal Regulations**

###### ***U.S. Environmental Protection Agency***

###### *Resource Conservation and Recovery Act*

The U.S. Environmental Protection Agency (EPA) has authority under the Resource Conservation and Recovery Act (RCRA) to control hazardous waste from “cradle to grave”, i.e. from generation through disposal, including transportation, storage, and treatment. The RCRA sets guidelines for the management of non-hazardous solid waste.

##### **State Regulations**

###### ***California Department of Resources Recycling and Recovery (CalRecycle)***

###### *California Integrated Waste Management Act (AB 939)*

The California Integrated Waste Management Act of 1989 originally required cities and counties to divert 50% of solid waste from landfills by January 1, 2000. AB 939 also set forth a goal for California Counties to provide at least 15 years of ongoing capacity. Under AB 939, cities and counties are required to prepare a Source Reduction and Recycling Element for CalRecycle. In 2007, SB 1016 amended AB 939 and established a per capita disposal measurement system. CalRecycle sets per capita targets. Diversion programs

must be submitted in a report to CalRecycle annually. In 2011, AB 321 set a statewide goal of at least 75% of waste being diverted through reduction, recycling, or composting by 2020.

#### *California Solid Waste Reuse and Recycling Access Act*

The California Solid Waste Reuse and Recycling Access Act of 1991 gives authority to the California Integrated Waste Management Board (CIWMB) to construct a model ordinance which outlines provisions for adequate areas for collecting and loading recyclable materials for new development projects after September 1st, 1994. For subdivisions and single family homes, recycling provisions only need to serve the needs within the subdivision.

#### **4.14.4.1.2 Existing Conditions**

The *Draft Subsequent Environmental Impact Report for the Wasco Center Walmart* notes that the Shafter-Wasco Landfill is currently permitted to accept approximately 888 tons of waste per day and has an estimated closure date of January 2027. The landfill's solid waste intake has been planned to accommodate a projected area-wide increase in solid waste generation of [three] to [four] percent per year (City of Wasco, 2010a, p. 7-16).

According to the rates specified above, Table 4.16-14 shows the volume of waste that the Shafter-Wasco landfill can accommodate through 2017.

**Table 4.16-14 Solid Waste Accommodation**

Year	2010	2015	2020	2025	2027
<b>Volume (tons per year)</b>	888	1,055	1,253	1,488	1,594

Source: City of Wasco, 2010, p. 7-16.

### **4.16.4.2. STANDARDS OF SIGNIFICANCE**

#### **4.16.4.2.1 CEQA Thresholds**

Appendix G of the CEQA guidelines inquires:

1. Would the plan be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
2. Comply with federal, state, and local statutes and regulations related to solid waste?

#### 4.16.4.2.2 Methodology

This section presents a methodology to assess the significance of impacts of the proposed Plan. While the proposed Plan does not provide specific solid waste generation rates by the population of Wasco, the plan does, however, adopt a policy for future development to be granted construction permits only when financing and expansion of public facilities and services to serve the proposed development has been identified by the developer. Construction permits will also only be granted upon finding that proposed developments comply with federal, state, and local statutes and regulations related to solid waste. In regard to the capacity of the existing Shafter-Wasco Sanitary Landfill, a 2010 Kern County Department of Resources Recovery and Recycling (DRRR) staff report specifies the following for an expansion of the facility (shown in Table 4.16-15):

**Table 4.16-15 Solid Waste Facilities Current and Proposed**

	<b>Current Permit (2005 Solid Waste Facilities Permit)</b>	<b>Proposed Permit</b>
<b>Facility Name</b>	Shafter-Wasco Sanitary Landfill	Shafter-Wasco Recycling and Sanitary Landfill
<b>Permitted Area</b>	160.61 acres	357.48 acres
<b>Maximum Elevation</b>	370 feet above mean sea level	440 feet above mean sea level
<b>Permitted Capacity</b>	11.6 million cubic yards	21.9 million cubic yards
<b>Estimated Closure Date</b>	2027	2053
<b>Permit Conditions</b>	The proposed permit makes changes to Section 16 Self Monitoring requiring additional reporting regarding the Hazardous Waste Exclusion Program; and to Section 17 EA Conditions requiring prior approval for any pilot projects, and to clarify there are no storage time limits for processed concrete/asphalt materials needed for site maintenance or beneficial reuse, as long as storage does not present a nuisance.	

*Modified from DRRR (2010, p. 1).*



The Shafter-Wasco Sanitary Landfill will change its name, increase in capacity, and prolong its closure date. As the Landfill is operated by the County of Kern, it is outside the City of Wasco's jurisdiction to directly exercise capacity management of the facility. Nevertheless, because the expansion project extends the closure date of the facility beyond the 2040 planning horizon of the proposed Plan, the solid waste disposal needs of the proposed Plan are likely to be met by the facility. Therefore, the proposed Plan will be served by a landfill with sufficient permitted capacity to accommodate its solid waste disposal needs, and will have less than significant environmental impacts. The proposed Plan will also comply with federal, state, and local statutes and regulations related to solid waste, and will result in less than significant environmental impacts.

#### **4.16.4.3. IMPACT DISCUSSION**

This section will discuss the potential impacts of the proposed Plan on solid waste disposal.

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**US-7** Build-out of the proposed Plan would result in **less-than-significant** impacts in regards to being served by a landfill with sufficient permitted capacity to accommodate the proposed Plan's solid waste disposal needs.

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The landfill that serves the City of Wasco has applied for a permit to increase its capacity. The proposed capacity will allow the landfill to operate until the year 2053. This is beyond the planning horizon of 2040 for the proposed Plan. The proposed Plan will therefore be served by a landfill with sufficient permitted capacity to accommodate the proposed Plan's solid waste disposal needs.

#### **Applicable Regulations:**

Federal Resource Conservation and Recovery Act of 1976  
California Integrated Waste Management Act of 1989  
California Solid Waste Reuse and Recycling Access Act of 1991

**Significance Before Mitigation:** Less than Significant

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**US-8** Build-out of the proposed Plan would result in **less-than-significant** impacts in regards to complying with federal, state, and local statutes and regulations related to solid waste.

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As the proposed Plan would not be legally binding if it did not comply with federal, state, and local statutes and regulations related to solid waste, the proposed Plan would likely comply with said requirements, and would result in less than potentially significant impacts. Since the City of Wasco does not provide solid waste disposal services, it has no policy regarding solid waste.

**Applicable Regulations:**

Federal Resource Conservation and Recovery Act of 1976

California Integrated Waste Management Act of 1989

California Solid Waste Reuse and Recycling Access Act of 1991

**Significance Before Mitigation:** Less than Significant

#### **4.16.4.4. SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES**

Solid waste requires no mitigation.

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## 5. SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

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The Executive Summary in Chapter 1 contains Table 1-1, which summarizes the proposed Plan's impacts, mitigation measures, and levels of significance before and after mitigation. These policies and actions from the proposed Plan and mitigation measures, where available, would reduce the level of impacts to less than significant.

Chapter 7 describes significant unavoidable impacts, which are those that cannot be reduced to a less-than-significant level. Details for each of these impacts can be found in the elements' corresponding sections in Chapter 4 of this EIR.



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## 6. ALTERNATIVES

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The proposed Plan is described and analyzed in this EIR, with an emphasis on potentially significant impacts and recommended mitigation measures to avoid those impacts. The California Environmental Quality Act (CEQA) guidelines require a comparative analysis of a reasonable range of alternatives to the proposed Plan that could attain most of the basic objectives of the project in a feasible manner. If the alternative with the least environmental impact is the No Project Alternative, then the EIR must also designate the next most environmentally superior alternative.

The purpose of this discussion is to inform the public and decision makers of feasible alternatives that would avoid or substantially lessen any significant effects of the Plan and to compare the alternatives to the proposed Plan.

This chapter includes an evaluation of three alternatives to the proposed Plan. CEQA Section 15126.6(e) requires the consideration of a “No Project alternative” in every EIR. For the City of Wasco 2040 General Plan, the “No Project Alternative” is classified as the Low Growth Scenario. In this alternative, the proposed Plan would not be adopted and the existing plans and policies of the City of Wasco 2002 General Plan, and the 2006-2013 Housing Element, would continue to be implemented. Consistent with CEQA Guidelines Section 15126.6(b), the other two alternatives selected for analysis “focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives or would be costlier.” The three alternatives are described below:

### **No Project Alternative (referred to as the Slow Growth Scenario in the Plan)**

Under this alternative, the proposed Plan would not be adopted, and future development would be guided by the existing goals, policies, programs, and land use designations in the 2002 General Plan. 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 growth principles used in this development alternative were created based on the current trends of land usage and development patterns seen in Wasco. For example, this alternative assumes large single-family residential neighborhoods would be located within the city core with scattered rural residential lots along the periphery. There would be little new commercial development that would be predominantly single story, locally owned

businesses, located along 7th Street. According to current growth trends, development would take place in the following patterns: most of the vacant land within Wasco’s city limits would accommodate residential development; 7th Street and State Route 46 (SR 46) would remain the main commercial corridors; and vacant land along State Route 43 (SR 43) would remain for industrial and commercial land uses. Development that cannot be accommodated by vacant land within city limits would be designated to land currently used for agriculture. Table 6-1 shows projected population, housing and job targets under this scenario.

**Table 6-1 Comparison of Estimated Build-out of Plan Alternatives**

Alternative	Total Residents	Total Housing Units	Total Jobs
<b>Slow Growth Scenario*</b>	33,860	7,280	6,925
<b>Moderate Growth Scenario**</b>	35,412	8,890	7,810
<b>Aggressive Growth Scenario</b>	42,232	10,500	8,690
<b>Preferred Growth Scenario***</b>	42,232	10,500	8,690

Notes:

\*The low rate is the average ratio over the period from 2007 to 2011

\*\*Population, housing, and job targets are based on the average of Slow Growth and Aggressive Growth Scenarios

\*\*\*The Preferred Growth Scenario is the proposed plan. It is based on features of the Moderate and Aggressive growth scenarios including projections of population and housing and job targets in the Aggressive Alternative.

## Moderate Growth Alternative

The Moderate Growth Scenario averages growth between the Slow Growth and Aggressive Growth Scenarios, or the average of Wasco’s current growth patterns and highest historic growth trend. The goal of the Moderate Growth Scenario is to place retail, residences, jobs, services, and recreation in walk-able and bike-able distances within city limits. The majority of current land uses will be maintained with the potential for a small increase in low-density and medium-density housing. Growth under this alternative would enhance current conditions in the City by focusing on underutilized areas through infill and redevelopment. Table 6-1 shows projected population, housing and job targets under this scenario.

The primary outcome of the Moderate Growth Scenario is that growth will be contained within City limits, concentrated around already developed areas. Possible outcomes of this growth scenario include providing additional park space that is within walking distance of residential areas. Additionally, low density housing will continue to be provided 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 in the 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 currently not provided in this portion of the City. A post-secondary school is proposed to be located along SR 43 to serve as a welcome into the City and provide educational opportunities for both Wasco residents and residents from neighboring communities.

### **Aggressive Growth Alternative**

The Aggressive Growth Scenario focuses growth within city limits, primarily on vacant or underutilized land. Some development would be located outside the city limits but within the sphere of influence. Under this scenario, residential development would be expanded west along the State Route 46 corridor. Residential development would remain primarily low-density but would increase medium density housing 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 and any land that would be used for urban development that is currently agriculture would be relocated to an alternate location. The aggressive growth scenario targets development throughout vacant parcels within the City and developable land within the sphere of influence. Growth would occur in three key growth areas along the northwest and southern edges of the city. These areas were selected based on an analysis of vacant land, developable land, and public input, and identified community needs. Table 6-1 shows projected population, housing and job targets under this scenario.

The Aggressive Growth Scenario concentrates growth within the City limits, but requires additional land, currently used for agricultural purposes to be redeveloped to meet growth targets. Possible outcomes of this growth scenario include providing additional open space and parks for residents and pedestrian and cyclist facilities to connect people. Additional low density and some medium density housing would need to be developed to meet population growth. Commercial growth is proposed to occur in the northern and southern as well as southern parts of Poso Drive and Filburn Avenue in the Aggressive Scenario. Much like the Moderate Growth Scenario, a post-secondary school is proposed to be located south of Poso Drive and Filburn Avenue, by SR 43.

## Comparison of Growth Alternatives

Table 6-1 includes projections for the number of total residents, and housing units, as well as job targets for the three scenarios. The alternatives vary from one another in terms of population, housing, and jobs because of differing assumptions on development patterns and outcomes. Table 6-2 compares the Slow Growth (No Project), Moderate Growth, and Aggressive Growth alternatives with the proposed Wasco 2040 General Plan, which is the preferred scenario, in terms of impacts to the environment in the 17 impact areas required by CEQA.

**Table 6-2 Comparison of Development Alternatives**

Area of Impact	No Project	Moderate Growth	Aggressive Growth
<b>Aesthetics</b>	-	=	=
<b>Agricultural Resources</b>	--	=	=
<b>Air Quality</b>	-	--	=
<b>Biological Resources</b>	-	+	+
<b>Cultural Resources</b>	-	=	=
<b>Geology &amp; Soils</b>	--	+	+
<b>Greenhouse Gas Emissions</b>	-	--	=
<b>Hazards &amp; Hazardous Materials</b>	+	-	=
<b>Hydrology &amp; Water Quality</b>	--	+	=
<b>Land Use &amp; Planning</b>	=	--	=
<b>Mineral Resources</b>	-	=	=
<b>Noise</b>	-	+	=
<b>Population &amp; Housing</b>	--	--	=
<b>Public Services &amp; Recreation</b>	--	-	-
<b>Transportation &amp; Traffic</b>	--	-	=
<b>Utilities &amp; Services</b>	--	-	=

- ++** Substantial Improvement compared to the proposed Plan
- +** Slight Improvement compared to the proposed Plan
- =** Similar to the proposed Plan
- Slight deterioration compared to the proposed Plan

- Substantial deterioration compared to the proposed Plan

## 6.1. NO PROJECT ALTERNATIVE

### 6.1.1. PRINCIPAL CHARACTERISTICS

Under the No Project Alternative, the proposed Wasco General Plan would not be adopted and future development in the City would be subject to the 2002 General Plan's goals, policies, programs, and land use designations. Development under the No Project Alternative would continue to develop 7th Street as the City's geographical center with a surrounding Central Business District and larger residential lots will be developed along the periphery of the City as a transition to agricultural land. The City has updated multiple sections of their 2002 General Plan on a regular basis, including their land use map which has been updated as recently as 2012. As a result, the proposed General Plan does not propose many changes to the land use map.

Possible outcomes of this alternative include insufficient public access to open space, continued reliance on automobiles with minimal on-street bicycle infrastructure in the commercial corridors of the City, and limited educational opportunities and economic diversity.

### 6.1.2. IMPACT DISCUSSION

The No Project Alternative would have the following impacts relative to the proposed Plan:

#### 6.1.2.1. AESTHETICS

The existing General Plan, which would continue to be implemented under the no project alternative, lacks updated Land Use and Community Design policies that regulate aesthetics. The Land Use Element in the 2002 General Plan includes some policy guidance with respect to community character, however, the proposed goals and policies provided in the proposed Plan are considerably more comprehensive and detailed than those in the existing General Plan. Additionally, the No Project Alternative does not provide the necessary policy direction to cluster development within the preferred growth scenarios to help minimize aesthetic impacts throughout the City. However, even under the No Project Alternative it is assumed that the City would continue to evaluate the environmental impacts of these projects on a case-by-case basis and would identify all applicable feasible mitigation measures for significant impacts.

Therefore, the No Project Alternative is a *slight deterioration* in comparison to the proposed Plan



### 6.1.2.2. AGRICULTURAL RESOURCES

The No Project Alternative would need to accommodate the mandated regional population growth targets and associated development in the City of Wasco without the adoption of updated growth policies. The preferred Plan will add additional policies that protect and preserve agricultural resources. Beyond the policy direction in the Conservation, Open Space & Recreation chapter, the Economic Development element in the proposed Plan includes actions such as: "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." The 2002 General Plan includes fewer policies that strongly support the preservation of agricultural resources.

Agriculture lands surround much of Wasco's developed areas, and therefore the potential for loss of the resource is high. The updated plan for growth contained in the proposed Plan will help to limit the conversion of agricultural lands to urban uses through the adoption of more policies that explicitly express concern for agricultural resources preservation.

Therefore, the No Project Alternative is a *substantial deterioration* in comparison to the proposed Plan.

### 6.1.2.3. AIR QUALITY

All general plan projects in the San Joaquin Valley are required to adhere to AB 170 (Government Code Section 65302.1), which requires comprehensive policies and programs to address improving air quality. The No Project Alternative would continue to implement the 2002 General Plan which includes similar land use goals and air quality policies in accordance with State law. The proposed Plan includes screening distances and pollutant alleviation for sensitive receptors and guides residential development away from industrial zones. Furthermore, the preferred alternative better addresses the employment needs in Wasco and should reduce the need for residents to out-commute therefore reducing vehicle emissions in compliance with AB 170 and SB 375 (The Sustainable Communities and Climate Protection Act of 2008) more adequately.

Therefore, the No Project Alternative is a *slight deterioration* in comparison to the proposed Plan.

### 6.1.2.4. BIOLOGICAL RESOURCES

Under the No Project Alternative, development would continue to expand into open space, agricultural lands, and undeveloped areas where habitat may be available for important plant and animal species. The result of this style of growth would be

encroachment of low-density residential development into natural habitats and negative impacts to sensitive species and biological resources. Vital wetland areas may also be impacted by continuation of this development method.

Many of the goals, policies, and programs of the proposed Plan that support biological resource protection would not be implemented, including: "promote a biologically diverse community," (COR Policy 6) "develop standards promoting the use of native plants in new landscape areas through review of landscape plans for all new major development," (COR Action 6.1) and "prevent the use of invasive, non-native species in new landscape areas through review of landscape plans for all new major development," (COR Action 6.2). Additionally, the proposed Plan contains policies and programs that support protection of prime agricultural lands, air quality, and water resources. These proposed policies would help maintain or improve wildlife habitats.

Therefore, the No Project Alternative is a *slight deterioration* in comparison to the proposed Plan.

#### **6.1.2.5. CULTURAL RESOURCES**

Under the No Project Alternative, the existing 2002 Plan will continue to be implemented. The proposed Plan is an improvement over the No Project Alternative because it contains more policies, programs, and objectives that protect cultural resources. Specifically, the proposed Plan utilizes an overlay district to promote downtown as a cultural resource by highlighting historic structures and employing pedestrian oriented design. The increased specificity in the proposed Plan in comparison to the No Project Alternative results in greater protection of cultural resources. However, construction resulting from new development has the potential to disturb cultural resources that are currently buried or undiscovered.

Therefore, the No Project Alternative is a *slight deterioration* in comparison to the proposed Plan.

#### **6.1.2.6. GEOLOGY & SOILS**

The No Project Alternative would continue implementing the 2002 General Plan which has minimal policy direction of geology and soils. Conforming to the Uniform Building Code is the only policy which relates to seismic or soil hazards contained in the Safety Element of the 2002 Plan. There are significant advances in the policy put forth in the proposed Plan to ensure that development is handled with an emphasis on safety in regards to seismic activity as well as suitable soils for construction. Policies and actions in the new plan such as "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 3.2) and "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 Action 3.3) are a significant improvement over the 2002 Plan.

Therefore, the No Project Alternative is a *substantial deterioration* in comparison to the proposed Plan.

#### **6.1.2.7. GREENHOUSE GAS EMISSIONS**

Under the No-Project Alternative, the City of Wasco will adhere to 2002 General Plan policies influencing the generation of greenhouse gas emissions. The 2002 General Plan policies include those that will encourage alternative modes of transportation, compact development, and energy conservation standards. However, under a No-Project Scenario, Wasco will not adhere to the more aggressive actions to reduce greenhouse gas emissions in the proposed plan. Under the No-Project Alternative, the City will not meet its internal employment needs and therefore continue the need for commuting outside of city limits. If the need for out-commuting is not addressed, Wasco will maintain or increase vehicle emissions that need to be reduced in compliance with SB 375.

Therefore, the No Project Alternative is a *slight deterioration* in comparison to the proposed Plan.

#### **6.1.2.8. HAZARDOUS & HAZARDOUS MATERIALS**

Under a No Project Alternative, the response and handling of hazards and hazardous materials would be guided by the standards within the 2002 General Plan for the City of Wasco. Under the No-Project Alternative, there will be less overall development within the industrial sectors of the City which translates to less production, waste, and transportation of hazardous materials. Similar to the proposed Plan, only compatible uses are to be developed near the airport as described in the Kern County Airport Land Use Compatibility Plan.

Therefore, the No-Project Alternative is a *slight improvement* in comparison to the proposed Plan.

#### **6.1.2.9. HYDROLOGY & WATER QUALITY**

The No Project Alternative would result in continued sprawl of the City’s residential developments. The continued conversion of open space and agricultural lands would likely lead to a change in surface area cover, increasing impervious surface area and further impacting the surface hydrology and water quality within the City’s limits.

The No Project Alternative will not include the drainage improvements and other flood hazard mitigation in the proposed Plan. Therefore, the city will be more susceptible to flooding and diminishing water quality from an inadequate drainage system.

The No Project Alternative will not include the development and maintenance of Master Plans for water, wastewater collection and treatment, and storm water collection to assure the ability to meet existing and future demands. Furthermore, the No Projection alternative will not include the adoption of an updated Water Efficiency Landscape ordinance, nor will it encourage efficient resource consumption of existing buildings and operations, impeding on the city's ability to meet future water demands.

Therefore, the No Project Alternative is a *substantial deterioration* in comparison to the proposed Plan.

#### **6.1.2.10. LAND USE & PLANNING**

The No Project Alternative would continue with the development of low and medium density housing, accommodating the forecasted an additional 2,369 housing units by 2023 implemented according to the Wasco Housing Element Update 2015-2023. As a mandatory requirement of State Housing Law, the Regional Housing Needs Allocation (RHNA) is a critical part of a jurisdiction's periodic update of the Housing Element (Government Code Section 665580 et Seq.), thus Wasco would be implementing new housing elements in accordance with State Law.

The Plan would not physically divide an existing community, nor would its implementation result in significant conflicts with applicable land use plans and policies as well as the housing plans and policies under the Wasco Housing Element Update 2015-2023. It is important to note that state requires a housing element update every eight years and that it must stay consist with the land use plans and policies. There will be no changes in the land use map that would cause a physical division of the existing community

Therefore, the No Project Alternative is a *similar* in comparison to the existing General Plan.

#### **6.1.2.11. MINERAL RESOURCES**

Under the No Project Alternative there would be no significant change in the use or impact on mineral sources in the region. Mineral resources are not addressed aside from being included under the umbrella of protecting natural resources. These are additionally protected on a county, state, and federal level as well as there being no significant deposits within Wasco's sphere of influence. Therefore, there are no significant policy differences between the proposed Plan and No Project Alternative.



Therefore, the No Project Alternative is a *slight deterioration* in comparison to the proposed Plan.

### **6.1.2.12. NOISE**

Development under the No Project Alternative would follow the noise standards set forth in the City of Wasco General Plan adopted in 2002, which regulates noise levels through land use controls and project level assessment. Similar to the proposed Plan, the No Project Alternative would consist of commercial development along SR 46 and SR 43, which would potentially lead to a slight increase in permanent ambient noise levels in the adjacent noise sensitive areas. However, the 2002 General Plan requires that noise generating commercial land uses be discouraged if they impose noise levels in excess of 65 dB Ldn. The 2002 Plan also allows for further expansion of commercial development along the southern portion of SR 43, which is in close proximity to residential development. Given additional rural residential housing in the City's northeast, residents may also be exposed to an ambient noise from the adjacent industrial area. Unlike the proposed Plan, the No Project Alternative does not consolidate growth or provide as much separation between incompatible land uses and would thus lead to a slight increase in ambient and period noise levels in comparison to the proposed Plan.

Therefore, the No Project Alternative is a *slight deterioration* in comparison to the proposed Plan.

### **6.1.2.13. POPULATION & HOUSING**

The No Project Alternative plans for a population increase of 35 percent by 2023, adding a total of 8,990 residents; the scenario will create 1,751 new housing units in Wasco, and produce approximately 1,063 additional jobs to accommodate job growth into year 2023. It is important to note that state requires a housing element update every eight years, thus Wasco shall update the City's population and housing projections under the Wasco Housing Element Update 2015-2023.

The No Project Alternative housing growth projections for Wasco would not exceed the level of housing growth anticipated in the Kern County Regional Transportation Plan/Sustainable Communities Strategy (KCRTP/SCS) and by extension it is likely that population growth would not exceed the level of growth forecast in the SCS. In compliance with SB 375, the fifth cycle projection period to determine and allocate the amount of housing needed to house all of Kern County's future population, began in January of 2013 and is projecting what needs to be done until December of 2023. The City must meet the KCRTP/SCS goals of identifying areas within the region sufficient to house an eight-year projection of the regional housing need. The housing element holds equal weight to other elements in the General Plan and must stay consistent with all other elements as well.

Given that the Wasco Housing Element Update 2015-2023 sets a target of 7,400 jobs in Wasco for 2023, vacant land is needed to meet this target. Wasco's vacant and underutilized lands are dispersed throughout the City, which may not be able to provide an adequate number of jobs; therefore job growth may need to extend outside the City limits. Future employment needs may not necessarily be met within city limits, and low-density development will necessitate encroachment into prime agricultural lands surrounding the City.

The Plan contains numerous goals, policies, and actions that seek to direct infill development onto vacant and underutilized land that would provide an adequate supply of housing and work opportunities on limited vacant acreage. The Plan ensures that growth trends are accommodated and that sufficient vacant land is designated for residential development to accommodate anticipated growth projections. It also amends the Zoning Code to allow density increases on infill sites that can accommodate increases without having an adverse effect on adjacent properties. These goals, policies, and actions – which are consistent with key regional planning objectives identified in the KCRTP/SCS – would not be implemented under the No Project Alternative.

Therefore, the No Project Alternative is a *substantial deterioration* in comparison to the proposed Plan.

#### **6.1.2.14. PUBLIC SERVICES & RECREATION**

Under the No-Project Alternative, public services and recreation will be guided by the 2002 General Plan for the City of Wasco. Most of the public services including fire, police, schools, and libraries, are starting to experience capacity issues and will require growth in terms of levels of service and facility expansion in order to properly accommodate the growing population. The proposed Plan addresses the substantial park deficit that the City currently has and contains policies that provides guidance for growth regarding other public services to address the projected population growth.

Therefore, the No-Project Alternative is a *substantial deterioration* in comparison to the proposed Plan.

#### **6.1.2.15. TRANSPORTATION & TRAFFIC**

The No Project Alternative would result in slightly fewer housing units and jobs than the proposed Plan. Due to the shortfall, there could also be fewer trips overall compared to the proposed Plan. Although fewer trips could be generated in this alternative, travel in the City would continue to be primarily auto-oriented. Public transportation infrastructure and facilities would be a combination of the existing network and any currently approved expansions, which would likely lead to little increase in the use of public transportation by City residents. Pedestrian and bicycle facilities would most likely remain in the current



state, providing little incentive to the residents of the City to use alternative modes of transportation.

Therefore, the No Project Alternative is a *substantial deterioration* in the availability, convenience and choice of alternative modes in comparison to the proposed Plan.

#### **6.1.2.16. UTILITIES & SERVICES**

The No Project alternative would result in similar growth trends and patterns for population, housing, and employment growth in the City of Wasco to the proposed Plan. The population figure presented in the 2010 Urban Water Management Plan by Wasco is just under 48,000 for population in 2035. This would have generated more impacts to utility services relative to preferred alternative. While restrictions on development to reduce impacts would have been imposed by state mandate, they would have been applied only according to state law, and not to the local preference provided by the preferred alternative.

Therefore, the No Project Alternative is a *substantial deterioration* in comparison to the proposed Plan.

## 6.2. MODERATE GROWTH ALTERNATIVE

### 6.2.1. PRINCIPAL CHARACTERISTICS

The Moderate Growth Alternative to the proposed Plan is characterized by moderate population growth and low-density development within city limits. Under this alternative, most of the vacant land within Wasco's city limits would accommodate residential development, 7th Street and State Route 46 (SR 46) would remain the main commercial corridors, and vacant land along State Route 43 (SR 43) would remain for industrial and commercial land uses. Development that cannot be accommodated by vacant land within city limits would be designated to land currently used for agriculture.

### 6.2.2. IMPACT DISCUSSION

The Moderate Growth Alternative would have the following impacts relative to the proposed Plan:

#### 6.2.2.1. AESTHETICS

The Moderate Growth Alternative would result in similar types of development with a lower buildout population to that anticipated under the proposed Plan. The Moderate Growth Alternative would implement the same new policies found in the proposed Plan that protect scenic vistas, highways, and visual character in the City. The most prominent difference to aesthetics would be less overall density within the City than the proposed Plan.

Therefore, the Moderate Growth Alternative is *similar* in comparison to the proposed Plan.

#### 6.2.2.2. AGRICULTURAL RESOURCES

The Moderate Growth alternative would involve a continuation of low-density land development, but with the addition of fewer housing units overall. This would be beneficial to the conservation of agricultural lands in the City of Wasco and the Sphere of Influence, as much growth would occur inside present-day urban boundaries. However, in this scenario some loss of agricultural land would occur, mostly north of Highway 46 between Palm Avenue and Poplar Avenue. Much of this development is low density adjacent to farmland, potentially promoting incompatible uses, and predisposing surrounding agricultural land to conversion as the City builds out to accommodate regional growth demands. Of the alternatives, this scenario would have the least impact on the conversion of farmland to urban uses due to lower amounts of growth.



Therefore, the Moderate Growth Alternative is a *similar* in comparison to the proposed Plan.

### **6.2.2.3. AIR QUALITY**

The Moderate Growth Alternative would result in less residential and job growth, but would implement the same policies and actions as the preferred alternative. The Moderate Growth Alternative has the lowest job to labor force ratio, and therefore highest potential for out-commuting related air pollutants. Residential development is both lower and less concentrated in the existing communality core. This land use pattern will likely result in a larger per-capita driving rate and production of ozone. Less concentrated and growth will also be more difficult and expensive to serve with mitigation and is likely to be exposed to existing air quality problems with fewer monetary resources to abate such problems.

Therefore, the Moderate Growth Alternative is a *substantial deterioration* in comparison to the proposed Plan.

### **6.2.2.4. BIOLOGICAL RESOURCES**

The Moderate Growth Alternative proposes a substantially lower number of housing units and less total land developed than the proposed Plan. The Moderate Growth Alternative would have the smallest urban footprint of any of the alternatives, and therefore the least potential impact on biological resources, including species and habitat.

Therefore, the Moderate Growth Alternative is a *slight improvement* in comparison to the proposed Plan.

### **6.2.2.5. CULTURAL RESOURCES**

Cultural resources would be similarly affected by the Moderate Growth Alternative compared to the proposed Plan. In the Moderate Growth Alternative, policies, programs, and objectives, as well as Federal, State, and local regulations will apply to new growth and restoration. However, that does not change the resulting potentially significant and unavoidable impacts with respect to Cultural Resources.

Therefore, the Moderate Growth Scenario is *similar* in comparison to the proposed Plan

### **6.2.2.6. GEOLOGY & SOILS**

The Moderate Growth Alternative would result in less development associate with increases in population and employment but would not impact the policies and implementation as outlined in the Plan. Less development results in fewer areas which

have the potential for seismic damage in the result of major ground movement.

Therefore, the Moderate Growth Alternative is a *slight improvement* in comparison to the proposed Plan.

#### **6.2.2.7. GREENHOUSE GAS EMISSIONS**

The Moderate Growth Alternative would result in less residential and job growth, but would implement the same policies and actions as the preferred alternative. The Moderate Growth Alternative has the lowest job to labor force ratio, and therefore highest potential for out-commuting related greenhouse gas emissions. Residential development will occur at a slower rate and less concentrated in the existing communality core, increasing the per-capita VMT and subsequent per capita greenhouse gas emissions from the level expected in the Preferred Scenario.

Therefore, the Moderate Growth Alternative is a *substantial deterioration* in comparison to the proposed Plan.

#### **6.2.2.8. HAZARDOUS & HAZARDOUS MATERIALS**

The Moderate Growth Alternative would focus on the development of low density residential housing and commercial job growth which means a lower risk on the production, waste, and transportation of hazardous materials. Low density development would continue outside of the City borders, which could potentially increase emergency response times and impact emergency routes.

Therefore, the Moderate Growth Alternative is a *slight deterioration* in comparison to the proposed Plan.

#### **6.2.2.9. HYDROLOGY & WATER QUALITY**

The Moderate Growth Alternative would result in less residential and job growth, but would implement the same policies and actions as the preferred alternative. The amount of land developed would be less than the Preferred Growth alternative, resulting in less land converted to impervious surfaces.

Therefore, the Moderate Growth Alternative is a *slight improvement* in comparison to the proposed Plan.

#### **6.2.2.10. LAND USE & PLANNING**

The Moderate Growth Alternative would continue with the development of low and medium density housing, accommodating the forecasted an additional 2,249 housing units by 2040. As a mandatory requirement of State Housing Law, the Regional Housing



Needs Allocation (RHNA) is a critical part of a jurisdiction's periodic update of the Housing Element (Government Code Section 665580 et Seq.), thus Wasco would be implementing a housing element update every eight years to stay consistent with the State Law. The proposed Plan would include the goals, policies, and programs designed to connect the City and provide greater housing, conservation, and circulation opportunities. The Moderate Growth Alternative does not accommodate the regional growth targets set forth in the KCOG Regional Transportation Plan (RTP). Therefore, the land use plan presented in the Moderate Growth Alternative is not feasible.

Therefore, the Moderate Growth Alternative is *substantial deterioration* in comparison to the existing proposed Plan.

#### **6.2.2.11. MINERAL RESOURCES**

The Moderate Growth Alternative of the Plan will not alter how the city treats mineral resources. The Moderate Growth Alternative would result in less gross than the proposed Plan. Any expansion of development regardless of intensity increases the proximity to known mineral resources but known resources are still far removed from city limits and the Moderate Growth Alternative of the Plan will not alter how the city treats mineral resources.

Therefore, the Moderate Growth Alternative is *similar* to the proposed Plan.

#### **6.2.2.12. NOISE**

The Moderate Growth Alternative would result in lower density and intensity development than the proposed Plan, and would thus have less of an impact on ambient and periodic noise levels within city limits. However, the Moderate Growth Alternative allows for the continuation of light industrial and service commercial development along SR 43, which could potentially be in conflict with adjacent residential land uses. Continued low-density residential development on vacant parcels would likely contribute to lower noise levels than residential development in the proposed Plan. Additionally, the Moderate Growth Alternative proposes less commercial development along SR 46 and 7th Street than the proposed Plan, and would thus generate less ambient and periodic noise.

Therefore, the Moderate Growth Alternative is a *slight improvement* in comparison to the proposed Plan

#### **6.2.2.13. POPULATION & HOUSING**

In the Moderate Growth Alternative, the total population will increase approximately 33,860 by 2040, the total housing units will increase approximately 7,280 housing units in Wasco, and the total jobs approximately 6,925 into year 2040.

Given that the Moderate Growth Alternative sets a target of 6,925 jobs in Wasco, it would

not meet Wasco Housing Element Update 2023 job projection of 7,400. This would mean that the City would not have an adequate amount of jobs for the population that is assumed to grow similarly to 34,700 persons under the Housing Element population projection of 2023. Therefore, job growth may need to extend outside the City limits. The Housing Element projects an increase of 7,400 units, which would be similar to the Moderate Growth Alternative projection of 7,280. The target would also be in conflict with state population mandates.

Both the proposed Plan and Moderate Growth Alternative ensure that growth trends are accommodated and that sufficient vacant land is designated for residential development to accommodate anticipated growth projections. However, the Moderate Growth Alternative does not accommodate the regional growth targets set forth in the KCOG Regional Transportation Plan (RTP). Therefore, the Moderate Growth Alternative is not feasible.

Therefore, the Moderate Growth Alternative is a *substantial deterioration* in comparison to the proposed Plan.

#### **6.2.2.14. PUBLIC SERVICES & RECREATION**

The Moderate Growth Alternative would produce less demand than the proposed Plan due to less population requiring public services and recreation. However, as development expands beyond City borders, emergency response times will most likely increase. Additionally, the City is currently experiencing a park deficit, which is accommodated by the proposed Plan through policies and actions and not something addressed as a priority within the Moderate Growth Alternative.

Therefore, the Moderate Growth Alternative is a *slight deterioration* in comparison to the proposed Plan.

#### **6.2.2.15. TRANSPORTATION & TRAFFIC**

The Moderate Growth Alternative proposes fewer housing units and jobs, leading to the possibility of fewer trips in general than those projected for the proposed Plan. The type of urban form proposed in the Moderate Growth Alternative does not lend itself to easy access through non-motorized forms of transportation and public transportation. Vehicular trips are dependent on the types of development that occur. The Moderate Growth Alternative can produce more vehicular trips than the proposed Plan.

Since non-automotive forms of transportation would be more appealing to the residents of the City, impacts to levels of service for all modes of transportation in the City would be reduced. The potential increase in trips in the City could be mitigated by increasing the proportion of non-automotive trips.



Therefore, the Moderate Growth Alternative is a *slight deterioration* in the availability, convenience and choice of alternative modes of transportation in comparison to the proposed Plan.

#### **6.2.2.16. UTILITIES & SERVICES**

The Moderate Growth Alternative continues a pattern of low-density development and expands development beyond the City limits. As the number of residents and workers that would have to be served by utility services is lower compared to the preferred alternative, there would be less of an impact on utilities. However, as development would be more spread out than the preferred alternative, utilities would have to be provided over a greater area, which would increase the impact. Under the Moderate Growth Alternative, many of the policies that are in the proposed Plan would be required to apply to future development by state law.

The Moderate Growth alternative would be a *slight deterioration* in comparison to the proposed Plan.

## 6.3. AGGRESSIVE GROWTH ALTERNATIVE

### 6.3.1. PRINCIPAL CHARACTERISTICS

The Aggressive Growth Scenario emphasizes the utilization of vacant land within city limits and focuses development adjacent to currently developed areas and land uses. Additionally, residential development would comprise of mostly low density, with some medium density, housing; an increase of commercial opportunities, such as corner markets, near residential areas; and accommodating job growth with a focus on retail and industrial sectors. Housing and job targets for the Aggressive Growth Scenario would provide sufficient housing units and job clusters to fulfill growth projections for 2040. According to these projections an additional 3,759 housing units and 2,406 additional jobs will be needed. Infill and redevelopment in these specific areas can help Wasco meet its future commercial and residential needs.

Concentrated growth would occur around the following areas:

- SR 46 from Magnolia Avenue to F Street
- 7th Street from Wasco's AMTRAK station to Magnolia Avenue
- Poso Avenue from SR 43 to Central Avenue
- Filburn Avenue from SR 43 to Central Avenue

### 6.3.2. IMPACT DISCUSSION

The Aggressive Growth Alternative would have the following impacts relative to the proposed Plan:

#### 6.3.2.1. AESTHETICS

The Aggressive Growth Alternative would result in similar types of development with similar buildout population as that anticipated under the proposed Plan. The Aggressive Growth Alternative would implement the same new policies found in the proposed Plan that protect scenic vistas, highways, and visual character in the City. In addition, many aesthetic protections are found in the Municipal Code and will not be changed by the Aggressive Growth Alternative.

Therefore, the Aggressive Growth Alternative is *similar* in comparison to the proposed Plan.



### **6.3.2.2. AGRICULTURAL RESOURCES**

The Aggressive Growth Alternative would involve urban development on agricultural lands west of Highway 43, between Filburn Avenue and Jackson Avenue. The 5-acre expansion of an industrial area east of J Street is an additional site where the conversion of farmland is projected to occur under this Alternative. This could potentially impact surrounding agricultural lands by introducing non-compatible uses. Overall, the extent of development and potential impacts to farmland acreage contained in the Aggressive Growth Alternative is similar to the proposed Plan, but does expose significant agricultural land to incompatible uses.

Therefore, the Aggressive Growth Alternative is *similar* in environmental quality in comparison to the proposed Plan.

### **6.3.2.3. AIR QUALITY**

The Aggressive Growth alternative would result in similar residential and job growth, and would implement the same policies and actions as the preferred alternative. The Aggressive Growth Alternative has a similar job to labor force ratio, and would likely result in slightly reduced emissions related to out commuting. The Aggressive Growth Alternative has similar compact residential development resulting in the lowest likely emissions of ozone, and development best served by alternative transportation and existing urban forest.

Therefore, the Aggressive Growth Alternative is *similar* in comparison to the proposed Plan

### **6.3.2.4. BIOLOGICAL RESOURCES**

The indirect and direct effects of the Aggressive Growth Alternative on biological resources have the most likely potential to occur through the conversion of agricultural lands to urban use. Agricultural resource lands have the potential to provide habitat for sensitive species. The Aggressive Growth Alternative aims to direct development to already-urbanized areas, minimizing the impact to habitat and species. The Alternative would also have a smaller urban footprint at buildout as the proposed Plan.

Therefore, the Aggressive Growth Alternative is *similar* in comparison to the proposed Plan.

### **6.3.2.5. CULTURAL RESOURCES**

It is noted above in the No-Project Alternative section that growth proposed in all development alternatives can result in potentially significant and unavoidable impacts to cultural resources. Under the Aggressive Growth Alternative, all of the policies, programs,

and objectives relating to Cultural Resources in the proposed Plan will be adopted, resulting in a similar outcome in comparison to the proposed Plan. Development in the City of Wasco can result in impacts to previously unknown cultural resources or interred human remains. Therefore, despite all of the Federal, State, and local regulations concerning Cultural Resources, any development can still result in significant and unavoidable impacts.

Therefore, the Aggressive Growth Scenario is *similar* in comparison to the proposed Plan.

#### **6.3.2.6. GEOLOGY & SOILS**

The Aggressive Growth Alternative would result in similar development associated with increases in population and employment and would not impact the policies and implementation as outlined in the Plan. This alternative would have similar area for proposed development so there would be similar total developed area in which seismic hazards could result in damage to city infrastructure.

Therefore, the Aggressive Growth Alternative is *similar* in comparison to the proposed Plan.

#### **6.3.2.7. GREENHOUSE GAS EMISSIONS**

The Aggressive Growth alternative would result in similar residential and job growth, but would implement the same policies and actions as the proposed Plan. The Aggressive Growth Alternative has a similar job to labor force ratio, and would likely result in slightly reduced GHG emissions related to out commuting. The Aggressive Growth Alternative has the similar compact residential development resulting in the lowest likely VMT and subsequent GHG emissions per capita. Furthermore, this development pattern is best served by reduction strategies regarding alternative transportation and urban forestry.

Therefore, the Aggressive Growth Alternative is *similar* in comparison to the proposed Plan.

#### **6.3.2.8. HAZARDS & HAZARDOUS MATERIALS**

The Aggressive Growth Alternative accommodates growth in terms of mostly low density residential housing along with commercial areas to support the population increase with job growth opportunities through industrial and retail sectors. The increase in industrial production will be associated with an increase in the handling, transportation, and waste with hazardous materials which will be regulated under federal, state, and local laws. Furthermore, since most of the proposed development will be occurring within city limits, away from the airport, and outside of wildfire hazardous zones, emergency routes and response times most likely will not be affected.



Therefore, the Aggressive Growth Alternative is *similar* in comparison to the proposed Plan.

#### **6.3.2.9. HYDROLOGY & WATER QUALITY**

The Aggressive Growth alternative would result in similar residential and job growth, and would implement the same policies and actions as the preferred alternative. The Aggressive Growth Alternative has similar compact residential development, resulting in the lowest amount of land converted to impervious surfaces compared to the other alternatives.

Therefore, the Aggressive Growth Alternative is *similar* in comparison to the proposed Plan.

#### **6.3.2.10. LAND USE & PLANNING**

The Aggressive Growth Alternative would continue with the development of low and medium density housing, accommodating the forecasted additional housing units by 2040. As a mandatory requirement of State Housing Law, the Regional Housing Needs Allocation (RHNA) is a critical part of a jurisdiction's periodic update of the Housing Element (Government Code Section 665580 et Seq.), thus Wasco would be implementing new housing elements in accordance with State Law.

The proposed Plan would not physically divide an existing community, nor would its implementation result in significant conflicts with applicable land use plans and policies. The Aggressive Growth Alternative, the proposed Plan would still include the goals, policies, and programs designed to connect the City and provide greater housing, conservation, and circulation opportunities.

Therefore, the Aggressive Growth Alternative is *similar* in comparison to the proposed Plan.

#### **6.3.2.11. MINERAL RESOURCES**

The Aggressive Growth Alternative expands on the Plan with additional uses around the periphery. Expanding outwards from the city core does raise the potential for encountering mineral resource deposits that must be responsibly conserved. Known resources are still far removed from city limits and the Aggressive Growth Alternative will not alter how the city treats mineral resources.

Therefore, the Aggressive Growth Alternative is *similar* to the proposed Plan.

### 6.3.2.12. NOISE

The Aggressive Growth Alternative proposes similar spatial land uses to the Plan but with additional park space adjacent to proposed residential areas. The Aggressive Growth Alternative would result in reduced noise levels in the northeast portion of the city by providing a buffer between residential and industrial land uses. Parks are considered both noise generating and noise sensitive land uses; however, they have a higher threshold for noise exposure under the standards set forth by the California Office of Research and Planning. Compared to the proposed Plan, the Aggressive Growth Alternative proposes lower density residential development of 30 dwelling units per acre, which would result in lower ambient noise levels. Growth is expected to be concentrated within the City's core, but at lower intensities than the proposed Plan, which would result in less periodic noise due to construction related activities. However, the Aggressive Growth Alternative does not include mitigation for construction related impacts.

Therefore, the Aggressive Growth Alternative is *similar* in comparison to the proposed Plan.

### 6.3.2.13. POPULATION & HOUSING

In the Aggressive Growth Alternative, the total population and housing units will increase to similar levels as the proposed Plan. Similar to the proposed Plan, this alternative seeks to direct infill development onto vacant and underutilized land for adequate supply of housing on available vacant acreage.

Therefore, the Aggressive Growth Alternative is *similar* in comparison to the proposed Plan.

### 6.3.2.14. PUBLIC SERVICES & RECREATION

The Aggressive Growth Alternative would result in an increase in schools, libraries, fire and police services, and park needs. Most of these services will require additional funding and facility growth to accommodate 2040 population growth needs in order to maintain level of service standards recommended by the state. Similar to the proposed Plan, the Aggressive Growth Alternative addresses the current park deficit by providing additional park space closer to residential areas through policies and actions. However, the Aggressive Growth Alternative will produce more demand on these public services due to an overall slightly higher dispersion of development on the periphery than the proposed Plan.

Therefore, the Aggressive Growth Alternative is a *slight deterioration* in comparison to the proposed Plan.



### 6.3.2.15. TRANSPORTATION & TRAFFIC

In comparison to the proposed Plan, the Aggressive Growth Alternative proposes similar housing units and jobs, leading to similar levels of vehicular trips. This alternative proposes many treatments to mitigate the increase in vehicular trips, including: the use of traffic calming measures, the promotion of non-automotive forms of transportation, and the expansion of public transportation infrastructure.

The Aggressive Growth Alternative proposes a circulation plan that emphasizes walking and biking within the City center. This development approach would make the City safer and more accessible for pedestrians, transit riders, and motorists. Similar to the Plan, improvements to signal operations and pavement quality and other geometric expansions to the road network would be required along CA 46 and CA 43.

Under the Aggressive Growth Alternative, non-automotive forms of transportation would become similarly appealing as in the Plan. Use of alternative modes would likely mitigate impacts to level of service for all modes of transportation vis-a-vis increased trips.

Therefore, the Aggressive Growth Alternative would be *similar* in comparison to the proposed Plan.

### 6.3.2.16. UTILITIES & SERVICES

The Aggressive Growth alternative focuses growth within the City limits by increasing density and promoting infill and redevelopment. Additionally, growth takes place on corridors on the periphery of existing development. The Alternative proposes a variety of conservation measures to reduce water use similar to the Plan. However the Preferred Growth Alternative anticipates a higher housing density over the Aggressive Growth Alternative.

The implications for utilities would be varied. For water service, the service area would not have to be expanded as much. However, an increase in the existing system's capacity would likely be required. For stormwater drainage, the adequacy of drainage of existing urban areas would become more crucial since more people will depend on the existing system. The existing sewage system will also require capacity increases. Finally, the generation of solid waste will be similar because of similar number of people. The implementation of various policies pertaining to a reduction in water waste and solid waste generation will help alleviate some of the pressure on the existing system. In general, the Preferred Growth Alternative aims to accommodate a similar number of people, jobs, and housing in a slightly more contained area relative to the Aggressive Growth Alternative.

The Aggressive Growth Alternative is *similar* in comparison to the Preferred Growth Alternative.

## 6.4. PROJECT OBJECTIVES

The City of Wasco has crafted a vision for the future that is embodied in the proposed General Plan. The Vision Statement is the foundation for General Plan goals and policies. It is an expression of 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 decision makers as they work to improve the quality of life in Wasco.

The 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.

## 6.5. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA Guidelines require the identification of the environmentally superior alternative in the EIR. Table 6-2, above, summarizes the impacts for each of the proposed Alternatives (No Project, Moderate Growth, and Aggressive Growth) in comparison to the proposed Plan. Based on this evaluation and compatibility with General Plan goals and objectives, the Plan appears to be the environmentally superior alternative. The Plan would accommodate higher population, housing units, and jobs, in a more contained development envelop than all other alternatives.



During the development of alternatives, the proposed Plan, Slow Growth (No Project), Moderate Growth, and Aggressive Growth scenarios were evaluated against community issues, opportunities, and needs which were identified in the planning process leading up to development of alternatives. It was determined through public process and outreach with the Wasco community and elected officials that the proposed Plan includes the most desirable population, housing, jobs, and development outcomes. Additionally, the environmental impacts of the Aggressive Growth Alternative most closely resemble the impacts incurred through the preferred scenario, the proposed Plan.

The policies contained in the proposed Plan represent improvements in environmental considerations over the existing General Plan and will be used to guide the future growth and development of the City of Wasco in an efficient manner that also aims to improve quality of life for Wasco residents, protect environmental resources, and provide for safety and maintenance within the City. The proposed Plan would fully accommodate Wasco's regional share of projected population and job growth and direct development in a responsible way toward existing urban areas. The proposed Plan will, however, have the smallest environmental impact when compared to the three project alternatives.

## 7. CEQA MANDATED SECTIONS

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This chapter provides an overview of the impacts of the proposed Wasco 2040 General Plan based on subject areas specifically required by CEQA, including significant irreversible environmental changes, significant unavoidable impacts, growth-inducing impacts, cumulative impacts, and impacts found not to be significant. These findings, and a more detailed analysis of the effects the proposed Plan would have on the environment, as well as proposed mitigation measures to minimize significant impacts, is provided in Chapter 4, section 4.1 through 4.16.

### 7.1. IMPACTS FOUND NOT TO BE SIGNIFICANT

CEQA Guidelines Section 15128 allows environmental issues for which there is no likelihood of significant impact to be “scoped out” and not analyzed further in the EIR. The proposed Plan will not significantly impact the following resources:

1. Aesthetics
2. Geology and Soils
3. Greenhouse Gases
4. Land Use
5. Mineral Resources
6. Population and Housing

### 7.2. SIGNIFICANT IRREVERSIBLE CHANGES

CEQA Guidelines require the EIR to consider whether “uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely” (CEQA Guidelines Section 15126.2(c)). “Nonrenewable resource” refers to the physical features of the natural environment, such as land, waterways, etc. Irreversible commitments of non-renewable resources associated with the proposed Wasco 2040 General Plan include:

#### **Air Quality**

The greater number of trips and increases in vehicle miles traveled and traffic due to implementation of the proposed Plan would potentially contribute to long-term degradation of air quality and atmospheric conditions regionally and at a larger scale. However, improvements in vehicle technology, as well as commercial and industrial machinery, may lower the rate of air quality degradation over time.



## **Water Consumption**

Urban development under the proposed Plan will increase water consumption in the City of Wasco. The demand for public water on limited groundwater resources represents a significant irreversible change.

## **Energy Sources**

Increased energy use as a result of the proposed Plan will come from the operation of residential and commercial buildings, as well as transportation. Both residential and nonresidential developments use nonrenewable resources such as natural gas and petroleum products for power, lighting, heating, cooling, ventilation, and other indoor and outdoor services. Automobiles use both oil and gas. In total, this represents an irreversible environmental change.

## **Farmland Consumption**

The proposed Plan will result in significant irreversible changes in farmland acreage, on the scale of 2,008 acres in the sphere of influence. The conversion of farmland to urban uses represents a permanent change in the land use and a loss of the resource.

## **Construction-Related Impacts**

Development in the City of Wasco, through buildout of the proposed Plan, will cause significant environmental changes over the course of construction. Construction-related impacts involve the depletion of resources such as lumber, sand, and gravel.

## **7.3. SIGNIFICANT UNAVOIDABLE CHANGES**

This section describes significant unavoidable impacts, which are those that cannot be mitigated to a level that is less than significant. According to CEQA Guidelines 15126(b), an EIR must discuss any significant environmental impacts that cannot be avoided under full implementation of the proposed program. Chapter 4 identified the following significant unavoidable impacts when comparing the proposed Plan to existing conditions:

### **Agricultural Resources**

A potentially significant and unavoidable change resulting from proposed Plan in Wasco is based on its proximity to preserved farmland. Increased residential and commercial traffic immediately adjacent to farmland may impact agricultural operations, and vice versa.

While the proposed Plan has continuously emphasized its commitment to preservation of the agricultural aspects of Wasco, the changes in the proposed Plan will inevitably encroach upon the agricultural resources in and around the City. Therefore this impact is potentially significant and unavoidable.



## 7.4. GROWTH INDUCING IMPACTS OF THE PROPOSED PLAN

It is necessary for an EIR to examine growth-inducing impacts of the proposed General Plan. Section 15126.2(d) of the CEQA Guidelines requires a discussion of the ways in which a proposed project could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. It is also required that this discussion includes any removal of barriers that may foster population growth, such as expansions of city sewer infrastructure or transportation systems.

### **Projected Growth**

Population is expected to rise to approximately 42,500 by 2040 given an annual growth rate of 2.2% until 2030 and subsequent growth rate of 2.4% for the final decade of the plan. This is roughly a 60% increase from the 2010 population of 25,545. Key neighborhood commercial growth areas include West Poso Drive, South Palm Avenue, and North State Route 43. District growth areas include the Historic Downtown 7<sup>th</sup> Street Corridor and the Southern Gateway District. A key regional commercial growth area is located at the Wasco Center of State Route 46.

### **Boundaries & Limits**

Agricultural uses are expected to decline during the plan period while acreage for other uses (residential, commercial, industrial, and public facilities) will increase. Total open space acreage for Wasco is approximately 68% of the 5,466 total acres within city limits. Roughly 99% of all open space within Wasco is currently agricultural land which is not protected by the Williamson Act, allowing it to be easily utilized for development as necessary.

### **Water Supply**

Wasco relies on ground water wells for its water supply. Groundwater dependence provides for less reliance on surface water supplies which makes it comparatively less impacted by periods of prolonged drought. Groundwater provides a supply for areas which may not have access to surface water reservoirs but takes a much longer time period to refill. It can take thousands of years to recharge underground supplies and if too much water is removed there are cases where the elevation of the earth falls and prohibits that land from ever holding substantial supply again. The finite nature of groundwater means that conservation is even more crucial as Wasco's growth is reliant on being able to meet the water demands of its population. Water demand is projected to more than triple during the plan horizon but the city is taking measures to meet this demand. The most significant threat to the water supply is contamination. The city

currently operates a wastewater treatment facility (WWTF) which can accommodate for 3.0 MGD and has already moved forward with plans to increase this to 4.5 MGD.

## 7.5. CUMULATIVE IMPACTS OF THE PROPOSED PLAN

### **Cumulative Changes to Land Use Character**

Land use changes in Kern County will certainly change the visual character of certain areas, particularly where the conversion of agricultural or other rural land will occur. However, the proposed plan will maintain and enhance the existing character of Wasco. Additionally, all agencies within the Kern Council of Governments, including Wasco, coordinate development such that land uses do not conflict. Therefore, the proposed Plan's contribution to this potentially significant cumulative impact is less than cumulatively considerable.

### **Cumulative Effects on Water Quality and Hydrology**

Future population and employment growth in Kern County will increase impervious surfaces and potentially alter the existing water quality and hydrology of the region. However, the proposed Plan policies and other regulations discussed in 4.9 will assure that every new project minimizes runoff; any future development without the proposed Plan might increase runoff. Therefore, the proposed Plan's contribution to this potentially significant cumulative impact is less than cumulatively considerable.

### **Cumulative Effects on Biological Resources**

Future discretionary projects proposed under the proposed General Plan would be required to protect sensitive habitat areas and special status species and demonstrate that they will not have significant effects on these biological resources, although it is possible that some projects may be approved despite having significant and unavoidable impacts on biological resources. However, with implementation of proposed General Plan policies and adherence to existing regulatory requirements protecting biological resources, the cumulative contribution of the proposed General Plan is less than cumulatively considerable.

### **Cumulative Increases in Hazardous Materials**

Projected population and employment growth in Kern County would increase the number of people potentially exposed to impacts from hazardous materials transportation safety, the increased use of hazardous household, commercial, and industrial materials, as well as a cumulative increase in exposure to risk associated with accidental release of



hazardous materials into the environment. However compliance with City, State, and federal regulations pertaining to the production, use, and transportation of hazardous materials would apply to development countywide; therefore, the proposed Plan's contribution to this potential cumulative impact is less than cumulatively considerable.

### **Cumulative Effects on Historical Resources**

It is difficult to determine exactly how future growth in the region will impact known and unknown historic resources, but it is possible that this impact will occur. New development has the potential to impact historic or other cultural resources, through their relocation, altering, or demolition. This might occur intentionally with the choice of location for new projects, or unintentionally through ground-disturbing activities during construction. However, the proposed Plan policies, as well as state and federal laws discussed in 4.5, will assure that the proposed Plan's contribution to this potentially significant impact is less than cumulatively considerable.

### **Cumulative Effects on Agricultural Resources**

The proposed Plan will potentially impact the operations of agricultural land adjacent to the land converted from agricultural to non-agricultural uses. Therefore, this proposed Plan's contribution to this potentially significant cumulative impact is cumulatively considerable.

### **Cumulative Effects on Air Quality**

Future population and employment growth in Kern County might increase emissions of pollutants and thus alter the existing air quality of the region. However, the federal, state, and regional regulations discussed in 4.3 will assure that every new project in the region does not exceed thresholds for criteria pollutants. Therefore, the proposed Plan's contribution to this potentially significant cumulative impact is less than cumulatively considerable.

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2. Tejon Indian Tribe
3. Kern County Fire Department
4. Kern County Library
5. Kern County Sheriff's Department
6. SoCal Gas

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## 9. APPENDIX

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### A4.3 AIR QUALITY INDEX

#### **Additional programs for the reduction of GHG Emissions**

ARB's Low Emission Vehicle Program – This program is key to the major declines shown in Table 4-1 and 4-2 for NO<sub>x</sub> and ROG emissions from on-road motor vehicles.

ARB's Off Road Motor Vehicle Program – Similar to the above program, ARB's off-road motor vehicle program is responsible for the major declines shown in Tables 4-1 and 4-2 for NO<sub>x</sub> and ROG emissions from the Other Mobile Source emission category. This has reduced NO<sub>x</sub> emissions from diesel powered off-road trucks, agricultural equipment and other heavy duty equipment.

ARB's Advanced Clean Cars – This ARB program promotes new technologies for motor vehicles including low emission and zero emission vehicles as well as clean fuels.

Pavley Fuel Standards – This program increases fuel mileage goals for new passenger cars and trucks which will reduce fuel consumption and related emissions through 2016.

District Rule 431, Emissions from Electric Power Boilers – This rule reduced the District's NO<sub>x</sub> inventory by about 20 tons/day due to reductions from the Moss Landing Power Plant. Total NO<sub>x</sub> emissions from the plant, including its newer high efficiency gas turbines are less than 2 tons/day.

District Rule 1002 Transfer of Gasoline into Vehicle Fuel Tanks – This rule continues to produce a better than 90% reduction in ROG as well as toxic emissions from the gasoline vapors emitted during refueling of motor vehicles.



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## A4.7 GREENHOUSE GAS EMISSIONS QUANTIFICATION

### A4.7.1 Introduction

Wasco's communitywide greenhouse gas (GHG) inventory was calculated using ClearPath, Statewide Energy Efficiency Collaborative's (SEEC) online tool. ClearPath is a calculator based on ICLEI's protocol for greenhouse gas inventories, which is used by local governments throughout the United States. Based on the preferred growth scenario in the proposed Plan, ClearPath was also used to forecast emissions to the year 2040.

### A4.7.2 Factors Used in GHG Inventory & Forecast

ClearPath calculates emissions from residential energy, commercial energy, transportation & mobile sources, water & wastewater, and solid waste separately. The following tables lists the data entered into the calculator and for which categories:

**Table A4.7-1 Data Used in GHG Inventory**

Data*		Source	Emissions Categories
Population	21,035	City of Wasco General Plan Background Report	Transportation & Mobile Sources, Residential Energy, Water & Wastewater
Number of Households	5,264	U.S. Census	Residential Energy
MPG	23.4	National Highway Traffic Safety Administration (NHTSA)	Transportation & Mobile Sources
Vehicle miles traveled	76,817,046	California Air Resources Board (CARB)	Transportation & Mobile Sources
Residential Natural Gas Consumption (therms)	1,854,341	SoCal Gas	Residential Energy
Commercial Natural Gas Consumption (therms)	9,673,546	SoCal Gas	Commercial Energy
Municipal Electricity Consumption (kWh)	1,592,806	Pacific Gas & Electric	Commercial Energy
Residential Electricity Consumption (kWh)	39,658	Pacific Gas & Electric	Residential Energy
Commercial Electricity Consumption (kWh)	9,537,489	Pacific Gas & Electric	Commercial Energy
Water consumption (MGY)	1,313	City of Wasco	Water & Wastewater
Wastewater treated (MGY)	1.4	City of Wasco	Water & Wastewater
Solid waste (tons)	10031	City of Wasco	Solid Waste
*Rounded to whole numbers			

**Table 4.7-2 Data Used in GHG Forecast**

Data		Source	Sector
<b>2040 Preferred Scenario Population</b>	42,232	City of Wasco General Plan Background Report	All
<b>Population Compound Growth Rate (Based on Preferred Scenario)</b>	.018	City of Wasco General Plan Background Report	All
<b>Passenger Vehicle Carbon Intensity</b>	See Table A4.7-3	California Air Resources Board (CARB)	Transportation & Mobile Sources
<b>PG&amp;E Carbon Intensity</b>	See Table A4.7-4	Pacific Gas & Electric	Commercial Energy, Residential Energy, Water & Wastewater, Solid Waste

**Table A4.7-3 Pavley II Passenger Vehicle Carbon Intensity Factors**

Year	Growth Factor
2010-2014	-0.007
2015-2019	-0.022
2020-2024	-0.026
2025-2029	-0.023
2030-2034	-0.015
2035-2039	-0.008
2040-2044	-0.003
2045-2040	-0.001

**Table A4.7-4 PG&E Carbon Intensity Factors (Based on Renewable Portfolio Standards)**

Year	Growth Factor
2010-2014	-0.045
2015-2019	-0.059
2020-2024	-0.059
2025-2029	-0.059
2030-2034	-0.059
2035-2039	-0.059
2040-2044	-0.059
2045-2040	-0.059

## A4.15 TRANSPORTATION & TRAFFIC

### A4.15.1 INTRODUCTION

The Plan proposes the concentration of development in six growth areas over a target plan period that extends to 2040. Map A4.15-1 shows the growth areas. This section documents the methodology and data used to assess the impact of additional traffic from potential new developments envisioned to occur under the Plan. Twenty-one key study intersections were analyzed.

**Map A4.15-1 Growth Areas under 2040 Vision Plan for Wasco**

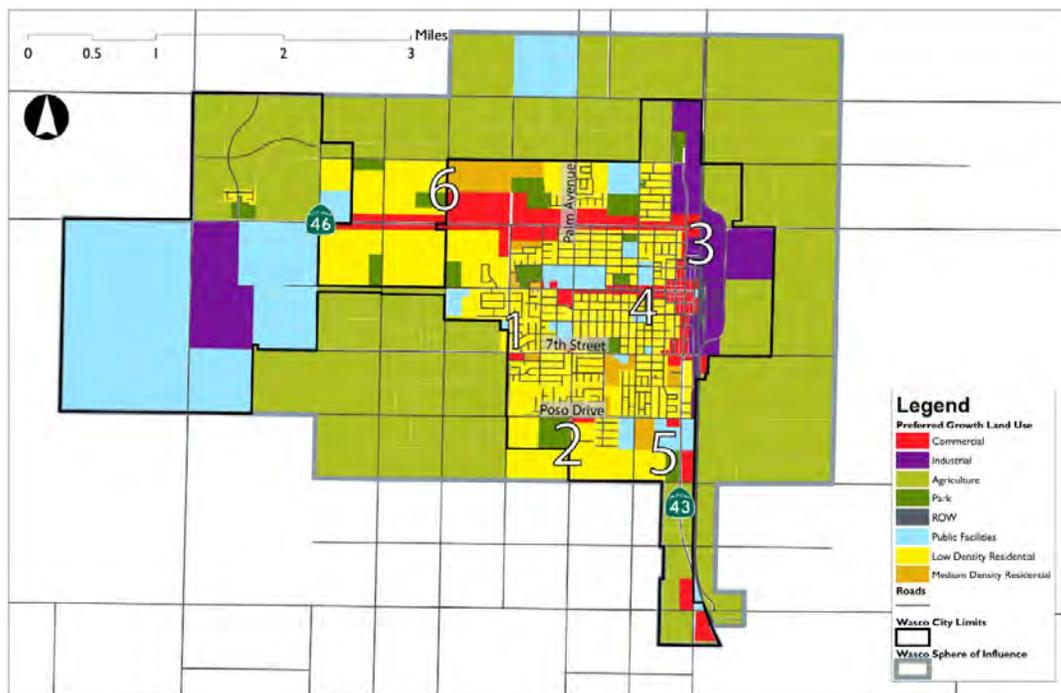
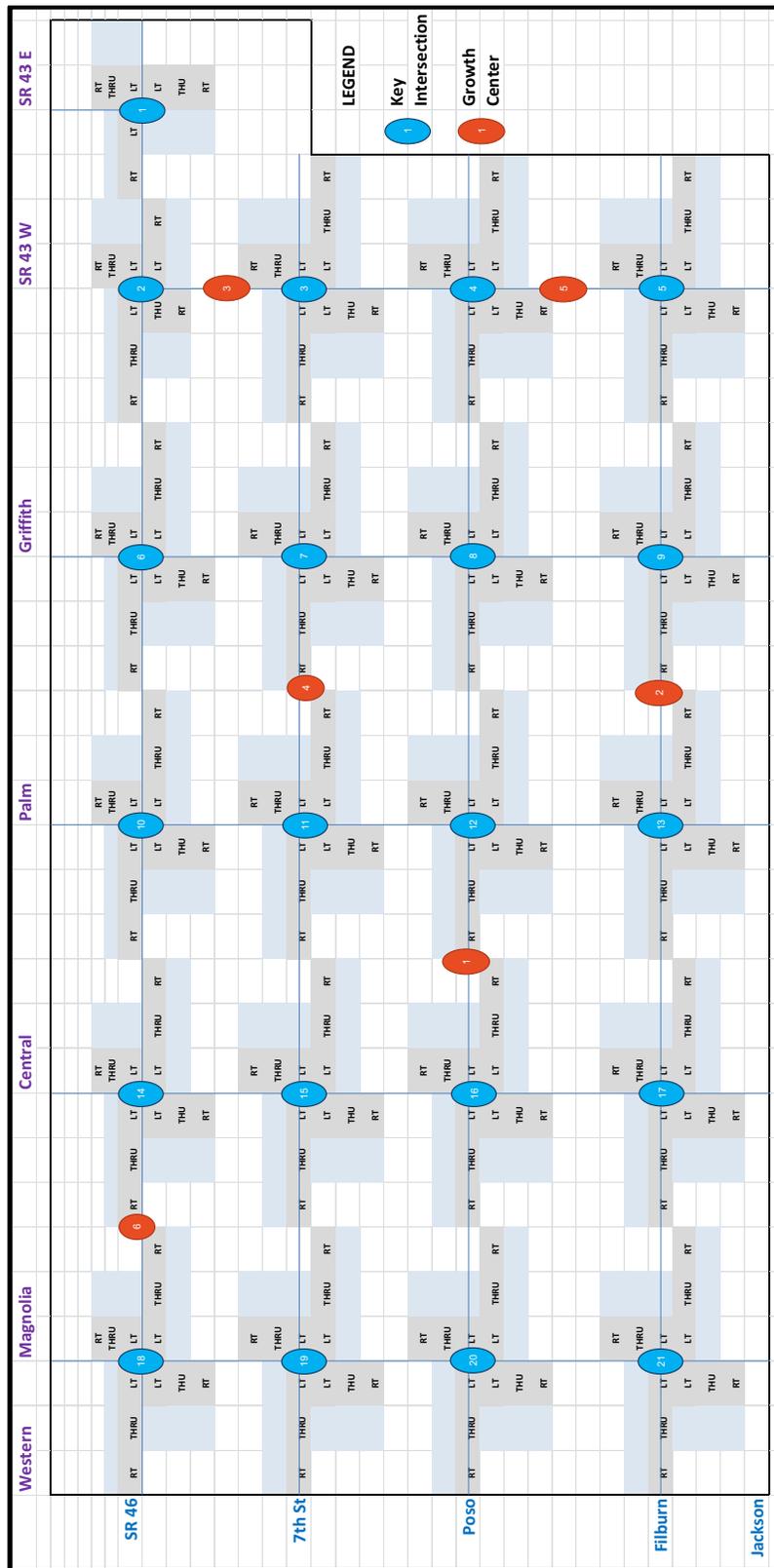


Figure A4.15-1 identifies the study intersections and roadway segments. Key intersections include the following:

- |                               |                               |
|-------------------------------|-------------------------------|
| 1. J St/HW 43 & HW 46         | 12. Palm Ave & Poso Ave       |
| 2. HW 43/F St & HW 46         | 13. Palm Ave & Filburn Ave    |
| 3. HW 43 & 7th St             | 14. Central Ave & HW 46       |
| 4. HW 43 & Poso Ave           | 15. Central Ave & 7th St      |
| 5. HW 43 & Filburn Ave        | 16. Central Ave & Poso Ave    |
| 6. Griffith Ave & HW 46       | 17. Central Ave & Filburn St  |
| 7. Griffith Ave & 7th St      | 18. Magnolia Ave & HW 46      |
| 8. Griffith Ave & Poso Ave    | 19. Magnolia Ave & 7th St     |
| 9. Griffith Ave & Filburn Ave | 20. Magnolia Ave & Poso Ave   |
| 10. Palm Ave & HW 46          | 21. Magnolia Ave & Filburn St |
| 11. Palm Ave & 7th St         |                               |

Figure A4.15-1 Study Intersections and Roadway Segments



Intersection	
#	Name
1	J St/HW 43 & HW 46
2	HW 43/F St & HW 46
3	HW 43 & 7th St
4	HW 43 & Poso Ave
5	HW 43 & Filburn Ave
6	Griffith Ave & HW 46
7	Griffith Ave & 7th St
8	Griffith Ave & Poso Ave
9	Griffith Ave & Filburn Ave
10	Palm Ave & HW 46
11	Palm Ave & 7th St
12	Palm Ave & Poso Ave
13	Palm Ave & Filburn Ave
14	Central Ave & HW 46
15	Central Ave & 7th St
16	Central Ave & Poso Ave
17	Central Ave & Filburn St
18	Magnolia Ave & HW 46
19	Magnolia Ave & 7th St
20	Magnolia Ave & Poso Ave
21	Magnolia Ave & Filburn St

## A4.15.2 EXISTING OPERATING CONDITIONS

In order to establish baseline traffic conditions in the study area, an assessment was conducted of operations under existing conditions. Traffic conditions were evaluated using Level of Service (LOS), a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or congested conditions with excessive delays. Such standards can also be used to measure the user experience of all travelers in the transportation system including pedestrians, bicyclists, and transit riders, using standards in the Highway Capacity Manual (HCM) published by the Transportation Research Board (TRB). Table A4.15-1 provides descriptions of LOS levels with respective thresholds of delay for signalized intersections. Table A4.15-2 provides similar information for unsignalized intersections.

**Table A4.15-1 Signalized Intersection LOS Definitions Based on Control Delay**

LOS	Description of Operations	Average Control Delay per Vehicle (sec)
<b>A</b>	Signal timing is extremely favorable. Most automobiles arrive during the green phase and do not stop at all. Short cycle length may also contribute to the low vehicle delay.	10.0 or less
<b>B</b>	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than on LOS A, increasing vehicular delay.	10.1 to 20.0
<b>C</b>	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.	20.1 to 35.0
<b>D</b>	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high-volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
<b>E</b>	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
<b>F</b>	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation; that is, when arrival flow-rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delays.	Greater than 80.0

Source: National Research Council, 2000

**Table A4.15-2 Other Intersection LOS Definitions**

LOS	Description of Operations	Unsignalized Intersections Based on Delay	All Intersections Based on Critical Flow Volumes
		Average Control Delay per Vehicle (sec)	Volume to Capacity Ratio
<b>A</b>	Little or no traffic delay	10.0 or less	0.00 to 0.63
<b>B</b>	Short traffic delays	10.1 to 15.0	0.63 to 0.72
<b>C</b>	Average traffic delays	15.1 to 25.0	0.72 to 0.81
<b>D</b>	Long traffic delays	25.1 to 35.0	0.81 to 0.91
<b>E</b>	Very Long traffic delays	35.1 to 50.0	0.91 to 1.00
<b>F</b>	Extreme traffic delays	Greater than 50.0	Greater than 1.00

Source: National Research Council, 2000

Findings from other recent studies have confirmed the results of this study that key intersections throughout the City operate at acceptable LOS C or better during both AM and PM peak periods. Table A4.15-3 shows LOS at major intersections in the City based on the methods of the 2000 Highway Capacity Manual.

**A4.15.3 THE FOUR STEP PROCESS**

**A4.15.3.1 TRIP GENERATION**

This is accomplished using equations from the Institute of Transportation Engineers Trip Generation Manual, 12<sup>th</sup> Edition. Table A4.15-4 shows the particular equations used for various land uses and specific periods of time as well as the acreages of various land uses to be added under the Plan. Table A4.15-5 shows corresponding numbers of trips by time period for the entire Plan and for each growth area. At full build-out of the Plan, potential new development is estimated to generate up to 6,500 new peak hour trips in the morning distributed across the city-wide network. This peak hour volume is projected to increase up to 50 percent in the evening.

**A4.15.3.2 TRIP DISTRIBUTION**

Trips were distributed to and from the centroids of growth areas according to the directional distribution of trips. The ITE rates include percentages for the split between arriving and departing trips for various land use types. Table A4.15-5 summarized

inbound and outbound trips according to these percentages. These trips were summed over all land use proposals for growth areas to determine the trip table for assignment to the road network. General patterns in the directional flow of traffic were gathered from Longitudinal Employer Household Dynamics (LEHD) “On the Map” web tool based on commute travel data collected by the US Census. The tool identifies the proportions of travel flows in various directions. The proportions were applied to trip generation forecasts in order to determine the directionality of all trips going in and out of the six proposed growth zones in the preferred growth scenario of the Plan. Figure A4.15-2 shows a visual representation of in and out flows and a tabulation of resultant directional distribution of trips.

**Table A4.15-3 Existing Level of Service at Major Intersection in Wasco, CA**

Summary of Existing LOS Analyses					
Intersection		AM Peak			
#	Name	ICU Percentage	ICU LOS	Average Delay (seconds)	Intersection LOS
1	J St/HW 43 & HW 46	23.8	A		
2	HW 43/F St & HW 46	33.5	A	2.0	A
3	HW 43 & 7th St	62.3	B		
4	HW 43 & Poso Ave	62.2	C		
5	HW 43 & Filburn Ave	40.9	A		
6	Griffith Ave & HW 46	44.1	A	24.3	C
7	Griffith Ave & 7th St	58.6	B		
8	Griffith Ave & Poso Ave	43.8	A		
9	Griffith Ave & Filburn Ave	34.9	A		
10	Palm Ave & HW 46	43.0	A	23.4	C
11	Palm Ave & 7th St	44.2	A		
12	Palm Ave & Poso Ave	44.3	A		
13	Palm Ave & Filburn Ave	40.4	A		
14	Central Ave & HW 46	25.4	A		
15	Central Ave & 7th St	34.2	A		
16	Central Ave & Poso Ave	34.5	A		
17	Central Ave & Filburn St	26.4	A		
18	Magnolia Ave & HW 46	26.5	A		
19	Magnolia Ave & 7th St	30.5	A		
20	Magnolia Ave & Poso Ave	34.9	A		
21	Magnolia Ave & Filburn St	21.2	A		
		PM Peak			
1	J St/HW 43 & HW 46	23.8	A		
2	HW 43/F St & HW 46	33.5	A	2.0	A
3	HW 43 & 7th St	69.6	C		
4	HW 43 & Poso Ave	61.1	B		
5	HW 43 & Filburn Ave	40.9	A		
6	Griffith Ave & HW 46	44.1	A	16.1	B
7	Griffith Ave & 7th St	62.0	B		
8	Griffith Ave & Poso Ave	50.3	A		
9	Griffith Ave & Filburn Ave	34.6	A		
10	Palm Ave & HW 46	43.0	A	15.2	B
11	Palm Ave & 7th St	46.0	A		
12	Palm Ave & Poso Ave	42.7	A		
13	Palm Ave & Filburn Ave	40.4	A		
14	Central Ave & HW 46	25.4	A		
15	Central Ave & 7th St	32.3	A		
16	Central Ave & Poso Ave	37.6	A		
17	Central Ave & Filburn St	27.3	A		
18	Magnolia Ave & HW 46	26.5	A		
19	Magnolia Ave & 7th St	29.3	A		
20	Magnolia Ave & Poso Ave	31.7	A		
21	Magnolia Ave & Filburn St	20.8	A		
<i>ICU = Intersection Capacity Utilization</i>					

**Table A4.15-4 Land Use Types (a) and Corresponding Equations (b)**

## a) Trip Generation Equations

Land Use (Unit)		Formula Used	Inbound Percent	Outbound Percent
<b>Housing - Low and Medium Density (# of Dwelling Units)</b>	All Day	$\ln(t)=0.92\ln(x)+2.72$	50	50
	AM Peak	$T=0.70(x)+9.74$	25	75
	PM Peak	$\ln(t)=0.90\ln(x)+0.51$	63	37
<b>Housing – High Density (# of Dwelling Units)</b>	All Day	$T=6.06(x)+123.56$	50	50
	AM Peak	$T=0.49(x)+3.73$	20	80
	PM Peak	$T=0.55(x)+17.65$	65	35
<b>Specialty Retail Center (1000 sq. ft.)</b>	All Day	$T=42.78(x)+37.66$	50	50
	AM Peak	$T=2.40(x)+21.48$	48	52
	PM Peak	$T=4.91(x)+115.59$	44	56
<b>Business Park (# of Employees)</b>	All Day	$T=3.19(x)+928.86$	50	50
	AM Peak	$\ln(T)=0.86\ln(x)+0.27$	85	15
	PM Peak	$\ln(T)=0.81\ln(x)+0.54$	21	79
<b>General Light Industrial (# of Employees)</b>	All Day	$T=2.95(x)+30.57$	50	50
	AM Peak	$T=0.27(x)+70.47$	83	17
	PM Peak	$T=0.29(x)+58.03$	21	79

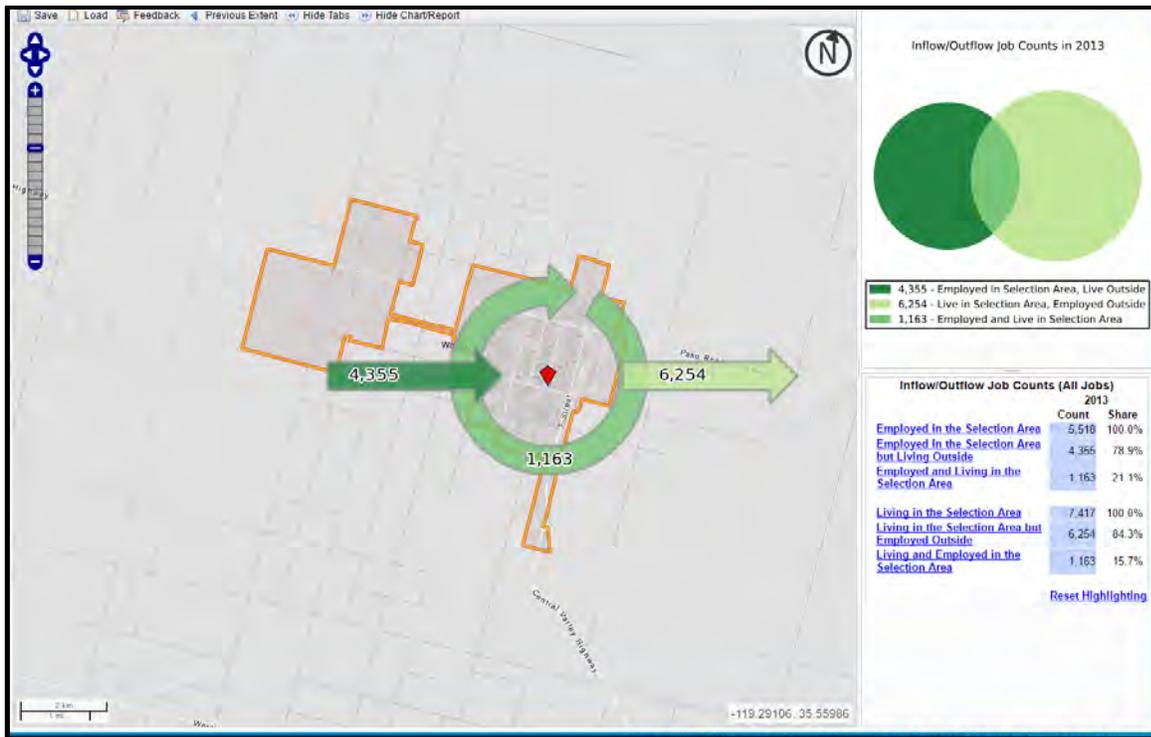
## b) Proposed Additional Land Use Acreages

ADDITIONAL LAND USE BY GROWTH AREA (Acres)						
CONDENSED TYPES	Low/Medium Density Residential	High Density Residential	Commercial	Office	Industrial	Total
Area 1	26.10	10.10	1.50	0.00	0.00	37.70
Area 2	78.40	15.10	1.50	0.00	0.00	95.00
Area 3	0.00	0.00	15.30	0.00	447.60	462.90
Area 4	0.00	0.00	7.60	0.00	0.00	7.60
Area 5	0.00	15.10	4.60	0.00	0.00	19.70
Area 6	418.00	60.60	115.00	7.90	0.00	601.50
<b>Total</b>	<b>522.50</b>	<b>100.90</b>	<b>145.50</b>	<b>7.90</b>	<b>447.60</b>	<b>1,224.40</b>

**Table 4.15-5 Trip Generated by Land Use Categories**

<b>AM IN</b>	<b>Commercial</b>	<b>Residential</b>	<b>Total</b>
Area 1	8	41	50
Area 2	8	88	96
Area 3	2,450	-	2,450
Area 4	42	-	42
Area 5	26	30	56
Area 6	732	415	1,146
<b>Total</b>	<b>3,266</b>	<b>574</b>	<b>3,840</b>
<b>AM OUT</b>	<b>Commercial</b>	<b>Residential</b>	<b>Total</b>
Area 1	2	144	147
Area 2	2	293	296
Area 3	510	-	510
Area 4	13	-	13
Area 5	8	121	129
Area 6	207	1,363	1,570
<b>Total</b>	<b>742</b>	<b>1,922</b>	<b>2,664</b>
<b>PM IN</b>	<b>Commercial</b>	<b>Residential</b>	<b>Total</b>
Area 1	40	152	193
Area 2	40	305	345
Area 3	1,049	-	1,049
Area 4	204	-	204
Area 5	123	119	243
Area 6	1,256	1,280	2,535
<b>Total</b>	<b>2,712</b>	<b>1,856</b>	<b>4,568</b>
<b>PM OUT</b>	<b>Commercial</b>	<b>Residential</b>	<b>Total</b>
Area 1	44	85	129
Area 2	44	173	217
Area 3	2,848	-	2,848
Area 4	221	-	221
Area 5	133	64	198
Area 6	1,423	730	2,153
<b>Total</b>	<b>4,713</b>	<b>1,053</b>	<b>5,765</b>

Figure A4.15-2 Directional Distribution of Trips in Wasco



Source: LEHD, 2013

Table A4.15-6 Wasco Directional Distribution (2013 LEHD)

	North	South	East	West	Internal (Wasco to Wasco)	All
<b>Going to Work</b>	8%	21%	27%	27%	16%	100%
<b>Going Home</b>	7%	35%	18%	18%	21%	100%

Source: LEHD, 2013

Table A4.15-7 Wasco Directional Distribution (Generalized)

	North	South	East	West	Internal (Wasco to Wasco)	All
<b>Commercial Land Uses</b>	10%	20%	25%	25%	20%	100%
<b>Residential Land Uses</b>	5%	35%	20%	20%	20%	100%



### **A4.15.3.3 MODE CHOICE**

Since it is vehicle trips that are generated for assignment to the highway network, the mode choice step is eliminated. While compact development is expected to eliminate some vehicle trips for transit and non-motorized travel, the analysis did not include adjustments for the potential reduction in vehicle trips due to mixed or compact land use. This renders the analysis a worst-case scenario.

### **A4.15.3.4 TRIP ASSIGNMENT**

Vehicle trips from trip generation are assigned according to directional distribution of trips presented under trip distribution. The assumption is that vehicles passing through the key study intersections will use the shortest paths to and from the growth centers. Figure A4.15-3 shows the existing intersection turning volumes for the AM and PM peak periods along CA 46. Figure A4.15-4 similarly shows the intersection turning volumes along CA 43.

Figure A4.15-3 Existing Turning Volumes along CA 46 (2011)

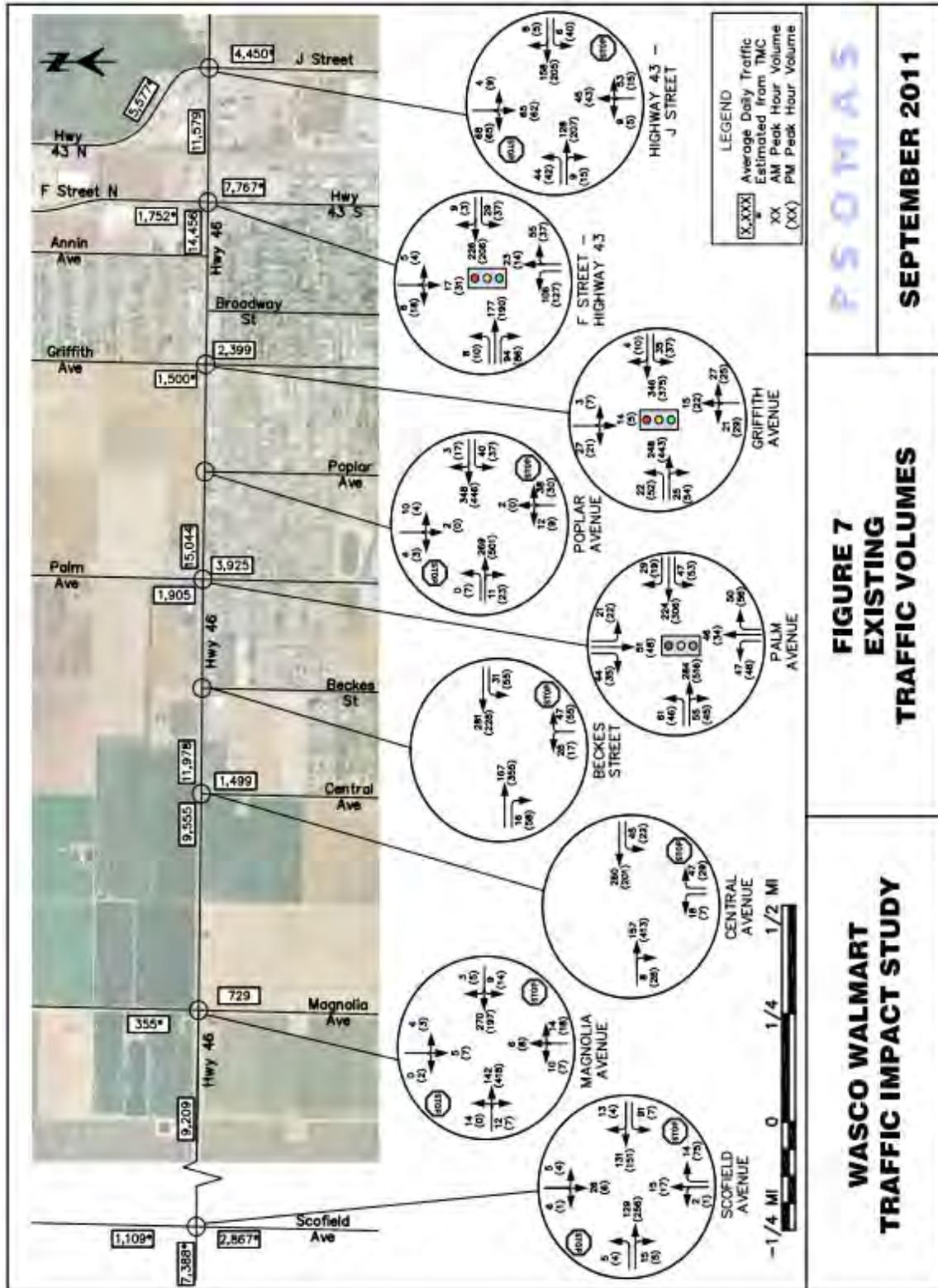
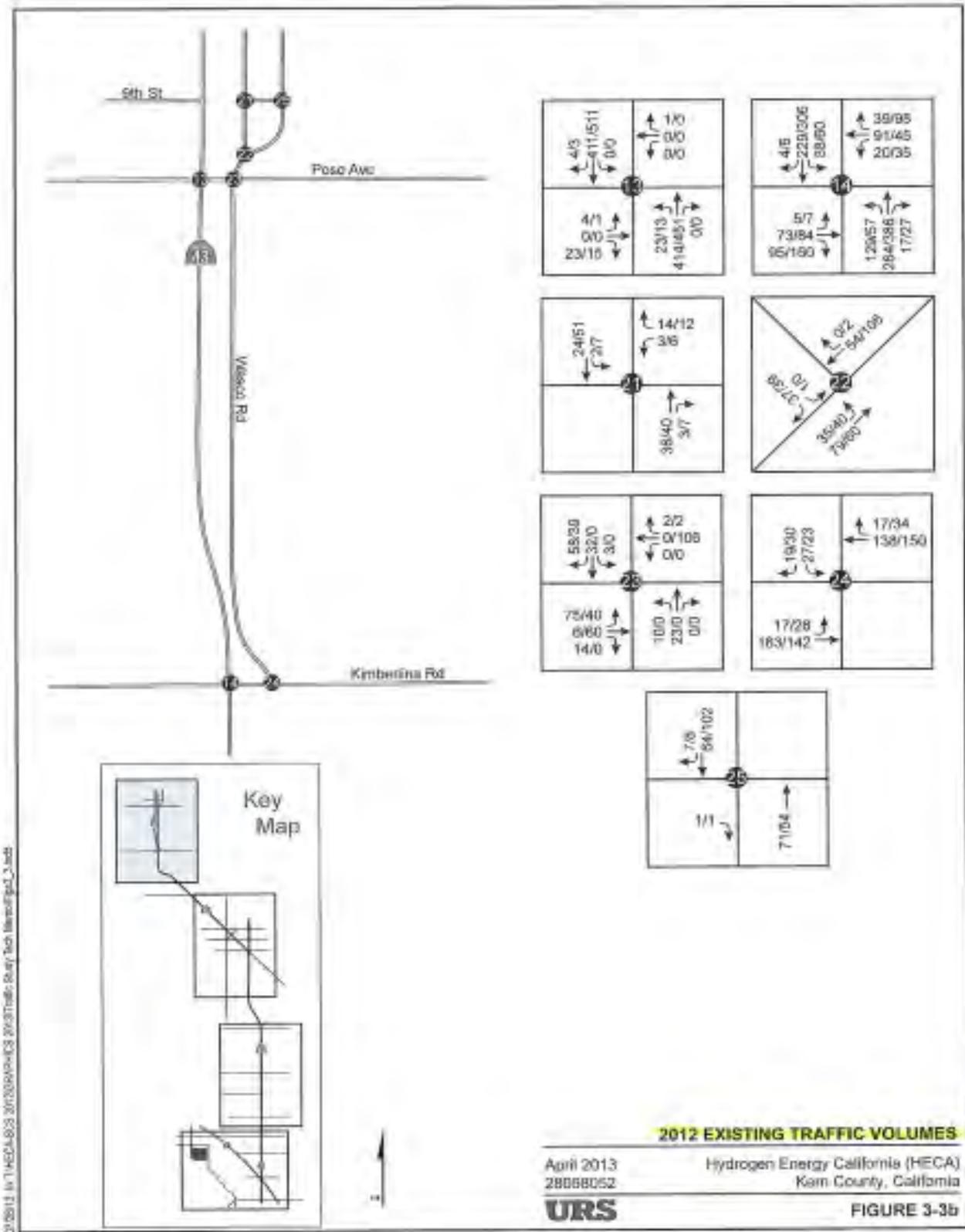


Figure A4.15-4 Existing Turning Volumes along CA 43 (2012)



01/28/11 10:17 AM CA-43 30x200px (v) 3 2013/10/16: Gary Rich: Murrellsgal\_3.mxd

Figure A4.15-5 and A4.15-6 show projected future turning volumes at the 21 key intersections in the City's roadway network that were examined for impact. Future volumes were derived from existing volume counts, estimates of existing turning volumes from available average annual daily traffic (AADT) counts, and the new development trips assigned to the network.

#### **A4.15.4 FUTURE LEVEL OF SERVICE ANALYSIS**

Traffic operations were analyzed with additional new development traffic assuming existing capacity and traffic control. Results are summarized in Table A4.15-8. The analyses indicate the following:

- Conditions will remain acceptable at many locations throughout the network during the morning and afternoon peak periods except along the major thoroughfares of CA 46 and CA 43, which would experience over-saturated conditions throughout.
- The deterioration of LOS on the major thoroughfares stems from the amount of growth proposed for these corridors.
- Despite the long-term nature of the project and the worst-case nature of the analyses, additional LOS analysis of build-out conditions reveals that all of the problem locations could be addressed to achieve acceptable, projected levels of service shown in Table A4.15-9 with improvements listed in Table A4.15-10.

Figure A4.15-5 AM Peak Period Projected Future Trips

	Western				Magnolia				Central				Palm				
				RT					RT					RT			
	0	5	4	THRU	3	803	0	0	0	THRU	0	1366	44	51	21	THRU	29
SR 46	RT	THRU	LT	18	LT	9	6	14	6	RT	14	45	0	47	1570	453	46
	14	THU	10	6	14	1942	THU	45	0	47	1570	THU	453	46	87		
	910	THU	10	6	14	1942	THU	45	0	47	1570	THU	453	46	87		
	12	RT					18	RT			554	RT					
				RT					RT					RT			
				THRU	67				THRU	67				THRU	138		
7th St	20	14	12	THRU	75		25	28	15	THRU	75		55	560	28	THRU	153
	RT	THRU	LT	19	LT	53		RT	THRU	15	53		RT	THRU	11	LT	109
	67	LT	16	14	9	67	LT	25	52	15	67	LT	53	487	32		
	45	THU	16	14	9	45	THU	25	52	15	45	THU	53	487	32		
	53	RT				53	RT				53	RT					
				RT					RT					RT			
				THRU	105				THRU	135				THRU	130		
Poso	16	11	9	THRU	119		25	18	25	THRU	119		66	110	32	THRU	174
	RT	THRU	LT	20	LT	85		RT	THRU	15	85		RT	THRU	12	LT	105
	105	LT	23	21	14	105	LT	15	13	9	105	LT	142	58	199	35	
	71	THU	23	21	14	71	THU	15	13	9	71	THU	152	58	199	35	
	85	RT				85	RT				85	RT					
				RT					RT					RT			
				THRU	42				THRU	83				THRU	117		
Filburn	23	17	14	THRU	47		15	11	9	THRU	94		58	41	35	THRU	131
	RT	THRU	LT	21	LT	33		RT	THRU	9	67		RT	THRU	13	LT	93
	42	LT	25	22	15	42	LT	19	17	11	42	LT	83	53	47	32	
	28	THU	25	22	15	28	THU	19	17	11	28	THU	56	53	47	32	
	33	RT				33	RT				33	RT					
Jackson				RT					RT					RT			

	Griffith				SR 43 W				SR 43 E								
				RT					RT				RT				
	27	14	3	THRU	4	1083	4	411	0	THRU	1	333	250.0004	32	3	THRU	2
	RT	THRU	LT	6	LT	46		RT	THRU	2	627		RT	THRU	1	LT	0
	22	LT	21	15	104	506	THU	437	414	160	208	LT	10	23	0		
	1571	THU	21	15	104	506	THU	437	414	160	208	THU	10	23	0		
	25	RT				917	RT				14	RT					
				RT					RT					RT			
				THRU	164				THRU	164				THRU	184		
	98	62	53	THRU	348		325	668	103	THRU	184						
	RT	THRU	LT	7	LT	131		RT	THRU	3	131						
	139	LT	94	157	56	735	LT	164	1093	92	139	LT	10	23	0		
	830	THU	94	157	56	735	THU	164	1093	92	830	THU	10	23	0		
	109	RT				3	RT				14	RT					
				RT					RT					RT			
				THRU	105				THRU	105				THRU	119		
	94	67	56	THRU	170		153	657	92	THRU	119						
	RT	THRU	LT	8	LT	85		RT	THRU	4	85						
	130	LT	17	89	10	105	LT	260	1154	126	130	LT	10	23	0		
	142	THU	17	89	10	105	THU	260	1154	126	142	THU	10	23	0		
	105	RT				121	RT				105	RT					
				RT					RT					RT			
				THRU	122				THRU	39				THRU	91		
	17	12	10	THRU	161		4	821	88	THRU	91						
	RT	THRU	LT	9	LT	98		RT	THRU	5	20						
	190	LT	17	15	10	190	LT	153	1220	17	190	LT	10	23	0		
	153	THU	17	15	10	153	THU	153	1220	17	153	THU	10	23	0		
	93	RT				169	RT				93	RT					
				RT					RT					RT			
				THRU	122				THRU	39				THRU	91		
	17	12	10	THRU	161		4	821	88	THRU	91						
	RT	THRU	LT	9	LT	98		RT	THRU	5	20						
	190	LT	17	15	10	190	LT	153	1220	17	190	LT	10	23	0		
	153	THU	17	15	10	153	THU	153	1220	17	153	THU	10	23	0		
	93	RT				169	RT				93	RT					
				RT					RT					RT			
				THRU	122				THRU	39				THRU	91		
	17	12	10	THRU	161		4	821	88	THRU	91						
	RT	THRU	LT	9	LT	98		RT	THRU	5	20						
	190	LT	17	15	10	190	LT	153	1220	17	190	LT	10	23	0		
	153	THU	17	15	10	153	THU	153	1220	17	153	THU	10	23	0		
	93	RT				169	RT				93	RT					
				RT					RT					RT			
				THRU	122				THRU	39				THRU	91		
	17	12	10	THRU	161		4	821	88	THRU	91						
	RT	THRU	LT	9	LT	98		RT	THRU	5	20						
	190	LT	17	15	10	190	LT	153	1220	17	190	LT	10	23	0		
	153	THU	17	15	10	153	THU	153	1220	17	153	THU	10	23	0		
	93	RT				169	RT				93	RT					
				RT					RT					RT			
				THRU	122				THRU	39				THRU	91		
	17	12	10	THRU	161		4	821	88	THRU	91						
	RT	THRU	LT	9	LT	98		RT	THRU	5	20						
	190	LT	17	15	10	190	LT	153	1220	17	190	LT	10	23	0		
	153	THU	17	15	10	153	THU	153	1220	17	153	THU	10	23	0		
	93	RT				169	RT				93	RT					
				RT					RT					RT			
				THRU	122				THRU	39				THRU	91		
	17	12	10	THRU	161		4	821	88	THRU	91						
	RT	THRU	LT	9	LT	98		RT	THRU	5	20						
	190	LT	17	15	10	190	LT	153	1220	17	190	LT	10	23	0		
	153	THU	17	15	10	153	THU	153	1220	17	153	THU	10	23	0		
	93	RT				169	RT				93	RT					
				RT					RT					RT			
				THRU	122				THRU	39				THRU	91		
	17	12	10	THRU	161		4	821	88	THRU	91						
	RT	THRU	LT	9	LT	98		RT	THRU	5	20						
	190	LT	17	15	10	190	LT	153	1220	17	190	LT	10	23	0		
	153	THU	17	15	10	153	THU	153	1220	17	153	THU	10	23	0		
	93	RT				169	RT				93	RT					
				RT					RT					RT			
				THRU	122				THRU	39				THRU	91		
	17	12	10	THRU	161		4	821	88	THRU	91						
	RT	THRU	LT	9	LT	98		RT	THRU	5	20						
	190	LT	17	15	10	190	LT	153	1220	17	190	LT	10	23	0		
	153	THU	17	15	10	153	THU	153	1220	17	153	THU	10	23	0		
	93	RT				169	RT				93	RT					
				RT					RT					RT			
				THRU	122				THRU	39				THRU	91		
	17	12	10	THRU	161		4	821	88	THRU	91						
	RT	THRU	LT	9	LT	98		RT	THRU	5	20						
	190	LT	17	15	10	190	LT	153	1220	17	190	LT	10	23	0		
	153	THU	17	15	10	153	THU	153	1220	17	153	THU	10	23	0	</	



**Table A4.15-8 Summary of Future Levels of Service with No Improvement**

Summary of Future LOS Analyses -- No Geometric Improvements					
Intersection		AM Peak			
#	Name	ICU Percentage	ICU LOS	Average Delay (seconds)	Intersection LOS
1	J St/HW 43 & HW 46	79.4	D		
2	HW 43/F St & HW 46	129.7	H	615.7	F
3	HW 43 & 7th St	149.9	H		
4	HW 43 & Poso Ave	100.0	G		
5	HW 43 & Filburn Ave	67.8	C		
6	Griffith Ave & HW 46	106.7	G	143.4	F
7	Griffith Ave & 7th St	100.0	G		
8	Griffith Ave & Poso Ave	51.4	A		
9	Griffith Ave & Filburn Ave	40.3	A		
10	Palm Ave & HW 46	155.5	H	983.3	F
11	Palm Ave & 7th St	80.4	D		
12	Palm Ave & Poso Ave	58.0	B		
13	Palm Ave & Filburn Ave	40.4	A		
14	Central Ave & HW 46	113.2	H		
15	Central Ave & 7th St	34.7	A		
16	Central Ave & Poso Ave	36.3	A		
17	Central Ave & Filburn St	26.4	A		
18	Magnolia Ave & HW 46	67.1	C		
19	Magnolia Ave & 7th St	30.5	A		
20	Magnolia Ave & Poso Ave	34.9	A		
21	Magnolia Ave & Filburn St	21.2	A		
		<b>PM Peak</b>			
1	J St/HW 43 & HW 46	87.2	E		
2	HW 43/F St & HW 46	152.5	H	816.6	F
3	HW 43 & 7th St	219.0	H		
4	HW 43 & Poso Ave	133.6	H		
5	HW 43 & Filburn Ave	81.7	D		
6	Griffith Ave & HW 46	111.6	H	180	F
7	Griffith Ave & 7th St	115.5	H		
8	Griffith Ave & Poso Ave	55.8	B		
9	Griffith Ave & Filburn Ave	37.7	A		
10	Palm Ave & HW 46	177.2	H	1256.6	F
11	Palm Ave & 7th St	99.5	F		
12	Palm Ave & Poso Ave	65.5	C		
13	Palm Ave & Filburn Ave	40.4	A		
14	Central Ave & HW 46	117.5	H		
15	Central Ave & 7th St	34.4	A		
16	Central Ave & Poso Ave	43.2	A		
17	Central Ave & Filburn St	27.3	A		
18	Magnolia Ave & HW 46	84.8	E		
19	Magnolia Ave & 7th St	29.3	A		
20	Magnolia Ave & Poso Ave	31.7	A		
21	Magnolia Ave & Filburn St	20.8	A		
<i>ICU = Intersection Capacity Utilization</i>					

**Table A4.15-9 Summary of Future Levels of Service with Improvements**

Summary of Future LOS Analyses -- With Geometric and Operational Improvements					
Intersection		AM Peak			
#	Name	ICU Percentage	ICU LOS	Average Delay (seconds)	Intersection LOS
1	J St/HW 43 & HW 46	45.6	A	13.3	B
2	HW 43/F St & HW 46	60.6	B	19.9	B
3	HW 43 & 7th St	80.0	D	15	B
4	HW 43 & Poso Ave	57.0	B	7	A
5	HW 43 & Filburn Ave	56.9	B	6.1	A
6	Griffith Ave & HW 46	65.9	C	18	B
7	Griffith Ave & 7th St	57.6	B	11.3	B
8	Griffith Ave & Poso Ave	51.4	A		
9	Griffith Ave & Filburn Ave	40.3	A		
10	Palm Ave & HW 46	77.8	D	19.6	B
11	Palm Ave & 7th St	60.9	B	9.7	A
12	Palm Ave & Poso Ave	58.0	B		
13	Palm Ave & Filburn Ave	40.4	A		
14	Central Ave & HW 46	65.3	C	22.8	C
15	Central Ave & 7th St	34.7	A		
16	Central Ave & Poso Ave	36.3	A		
17	Central Ave & Filburn St	26.4	A		
18	Magnolia Ave & HW 46	41.0	A	13.2	B
19	Magnolia Ave & 7th St	30.5	A		
20	Magnolia Ave & Poso Ave	34.9	A		
21	Magnolia Ave & Filburn St	21.2	A		
		PM Peak			
1	J St/HW 43 & HW 46	51.9	A	12.6	B
2	HW 43/F St & HW 46	68.2	C	33.9	C
3	HW 43 & 7th St	76.1	D	12.7	B
4	HW 43 & Poso Ave	71.3	C	8.6	A
5	HW 43 & Filburn Ave	66.4	C	8	A
6	Griffith Ave & HW 46	78.0	D	19.7	B
7	Griffith Ave & 7th St	64.1	C	13.8	B
8	Griffith Ave & Poso Ave	55.8	B		
9	Griffith Ave & Filburn Ave	37.7	A		
10	Palm Ave & HW 46	79.9	D	25.9	C
11	Palm Ave & 7th St	62.7	B	10.5	B
12	Palm Ave & Poso Ave	65.5	C		
13	Palm Ave & Filburn Ave	40.4	A		
14	Central Ave & HW 46	68.1	C	26.3	C
15	Central Ave & 7th St	34.4	A		
16	Central Ave & Poso Ave	43.2	A		
17	Central Ave & Filburn St	27.3	A		
18	Magnolia Ave & HW 46	52.5	A	13.6	B
19	Magnolia Ave & 7th St	29.3	A		
20	Magnolia Ave & Poso Ave	31.7	A		
21	Magnolia Ave & Filburn St	20.8	A		
<i>ICU = Intersection Capacity Utilization</i>					

**Table A4.15-10 List of Improvements Necessary to Achieve Acceptable LOS**

Intersection		Geometric Improvements				
#	Name	General	EB	WB	NB	SB
1	J St/HW 43 & HW 46	Signalization	Two 250 ft left turn pockets (in median)	One 150 ft left turn pocket	One 150 ft left turn pocket	One 150 ft left turn pocket
		Optimized cycle length	Two thru lanes	Two thru lanes	One thru lane	One thru lane
		Optimized splits	One 250 ft right turn pocket	One 150 ft right turn pocket	One 150 ft right turn pocket	Two 150 ft right turn pockets
2	HW 43/F St & HW 46	Optimized cycle length	One 200 ft left turn pocket	Three 100 ft left turn pockets (in median)	Three 200 ft left turn pockets	One 150 ft left turn pocket
		Optimized splits	Two thru lanes	Two thru lanes	Two thru lanes	Two thru lanes
			Three 200 ft right turn pockets	One 100 ft right turn pocket	Three 200 ft right turn pockets	One 150 ft right turn pocket
3	HW 43 & 7th St	Signalization	Two 150 ft left turn pockets	One 150 ft left turn pocket	Two 150 ft left turn pockets	Two 150 ft left turn pockets
		Optimized cycle length	One thru lane	One thru lane	Two thru lanes	Two thru lanes
		Optimized splits	One 150 ft right turn pocket	One 150 ft right turn pocket	One 150 ft right turn pocket	Two 150 ft right turn pockets
4	HW 43 & Poso Ave	Signalization	Two 100 ft left turn pockets	Two 100 ft left turn pockets	Two 200 ft left turn pockets	Two 150 ft left turn pockets
		Optimized cycle length	One thru lane	One thru lane	Two thru lanes	Two thru lanes

Intersection		Geometric Improvements				
#	Name	General	EB	WB	NB	SB
		Optimized splits	One 100 ft right turn pocket	One 100 ft right turn pocket	Two 200 ft right turn pockets	One 100 ft right turn pocket
5	HW 43 & Filburn Ave	Signalization	One 150 ft left turn pocket	One 150 ft left turn pocket	Two 350 ft left turn pockets	Two 300 ft left turn pockets
		Optimized cycle length	One thru lane	One thru lane	Two thru lanes	Two thru lanes
		Optimized splits	Two 150 ft right turn pockets	One 150 ft right turn pocket	One 150 ft right turn pocket	One 150 ft right turn pocket
6	Griffith Ave & HW 46	Optimized cycle length	One 150 ft left turn pocket (in median)	One 150 ft left turn pocket (in median)	No additional improvements	No additional improvements
		Optimized splits	Two thru lanes	Two thru lanes		
			One 150 ft right turn pocket	One 150 ft right turn pocket		
7	Griffith Ave & 7th St	Signalization	One 150 ft left turn pocket	One 150 ft left turn pocket	One 150 ft left turn pocket	One 150 ft left turn pocket
		Optimized cycle length	Two thru lanes	Two thru lanes	One thru lane	One thru lane
		Optimized splits	One 150 ft right turn pocket	One 150 ft right turn pocket	One 150 ft right turn pocket	One 150 ft right turn pocket
8	Griffith Ave & Poso Ave	N/A	N/A	N/A	N/A	N/A
9	Griffith Ave &	N/A	N/A	N/A	N/A	N/A

Intersection		Geometric Improvements				
#	Name	General	EB	WB	NB	SB
	Filburn Ave					
10	Palm Ave & HW 46	Optimized cycle length	One 150 ft left turn pocket (in median)	Two 350 ft left turn pockets (in median)	Two 150 ft left turn pockets	No additional improvements
		Optimized splits	Two thru lanes	Two thru lanes	One thru lane	
			Two 150 ft right turn pockets	One 350 ft right turn pocket	One 100 ft right turn pocket	
11	Palm Ave & 7th St	Signalization	One 150 ft left turn pocket	One 150 ft left turn pocket	One 150 ft left turn pocket	One 150 ft left turn pocket
		Optimized cycle length	One thru lane	One thru lane	One thru lane	One thru lane
		Optimized splits	One 150 ft right turn pocket	One 150 ft right turn pocket	One 150 ft right turn pocket	One 150 ft right turn pocket
12	Palm Ave & Poso Ave	N/A	N/A	N/A	N/A	N/A
13	Palm Ave & Filburn Ave	N/A	N/A	N/A	N/A	N/A
14	Central Ave & HW 46	Signalization	One 150 ft left turn pocket (in median)	One 350 ft left turn pocket (in median)	One 100 ft left turn pocket	One 150 ft left turn pocket
		Optimized cycle length	Two thru lanes	Two thru lanes	One thru lane	One thru lane

Intersection		Geometric Improvements				
#	Name	General	EB	WB	NB	SB
		Optimized splits	One 150 ft right turn pocket	One 350 ft right turn pocket	One 100 ft right turn pocket	One 150 ft right turn pocket
15	Central Ave & 7th St	N/A	N/A	N/A	N/A	N/A
16	Central Ave & Poso Ave	N/A	N/A	N/A	N/A	N/A
17	Central Ave & Filburn St	N/A	N/A	N/A	N/A	N/A
18	Magnolia Ave & HW 46	Signalization	One 150 ft left turn pocket	One 150 ft left turn pocket (in median)	No additional improvements	One 150 ft left turn pocket
		Optimized cycle length	Two thru lanes	Two thru lanes		One thru lane with shared right turn
		Optimized splits	One 150 ft right turn pocket	One 150 ft right turn pocket		
19	Magnolia Ave & 7th St	N/A	N/A	N/A	N/A	N/A
20	Magnolia Ave & Poso Ave	N/A	N/A	N/A	N/A	N/A
21	Magnolia Ave & Filburn St	N/A	N/A	N/A	N/A	N/A



## A4.15.5 POTENTIAL MITIGATION MEASURES

The analyses suggest that build-out of the Plan would require certain improvements to the roadway infrastructure especially at the intersections along CA 46 and CA 43. The majority of job growth occurs within these two corridors, necessitating both internal and external travel into and out of these two corridors.

As specific developments come on line, more specific geometric and operations improvements should be identified. The potential improvements suggested for the intersections along both **CA 46 and CA 43** include:

- Provision of right turn lanes eastbound and westbound on CA 46,
- Provision of left turn lanes eastbound and westbound on CA 46,
- Provision of right turn lanes northbound and southbound on CA 43
- Provision of left turn lanes northbound and southbound on CA 43
- Widening to two through lanes throughout the length of CA 46 as already planned by Caltrans for the future.
- Widening to two through lanes throughout the length of CA 43 within the City to match what is already done by Caltrans south of the City
- Signalization of these major intersections
- Optimization of signal timing throughout

Table 4.15-10 includes details for specific locations

## A4.15.6 CONCLUSIONS

The analysis of transportation impacts of the proposed Plan reveals that certain locations would be heavily impacted to the point of worsening travel experience to unacceptable levels if existing infrastructure remains as it is today. But this is no surprise as build-out of development over two decades must require commensurate improvements to infrastructure. It is notable that much of the network would not be so gravely impacted even with existing transportation infrastructure. That leaves the identified bottleneck locations to be addressed as developments come on line. Since the improvements would be triggered by added development, the opportunity would be there to require transportation improvements beyond what Caltrans is already planning to implement to be partially funded from associated development impact fees.

## APPENDIX B: RESPONSE TO COMMENTS ON THE NOTICE OF PREPARATION

The Response to Comments sections of the EIR include comment letters on the Wasco General Plan EIR. On the Notice of Preparation, one comment letter was received from one county agency. In accordance with CEQA Guidelines §15132(d), this Final EIR presents the City's response to comments submitted during the 2016 EIR review and consultation process.

Comment letters are presented in chronological order with the responses following the individual letters. Comment letters are reproduced in total and numerical annotation has been added as appropriate to delineate and reference the responses to those comments.

### Agency Comment Letters and Responses

The following agencies have submitted comments on the Notice of Preparation for the 2016 EIR.

Respondent	Code	Contact Information	Page
<b>Department of Conservation: Division of Land Resource Protection</b> Posted February 16, 2016	DOC	801 K St MS 14-15 Sacramento, CA 95814 (916)-324-7347 <i>Contact: Farl Grundy</i>	

**Copy of letter**  
(next page)



State of California • Natural Resources Agency  
Department of Conservation  
**Division of Land Resource Protection**  
801 K Street • MS 14-15  
Sacramento, CA 95814  
(916) 324-0850 • FAX (916) 327-3430

*Edmund G. Brown Jr., Governor*  
*John M. Lowrie, Assistant Director*

February 17, 2016

Roger Mobley  
City of Wasco  
764 E Street  
Wasco, CA 93280

Dear Mr. Mobley:

**NOTICE OF PREPARATION FOR THE CITY OF WASCO 2040 GENERAL PLAN  
DRAFT ENVIRONMENTAL IMPACT REPORT, SCH# 2016011066**

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has reviewed the proposed Notice of Preparation for the City of Wasco (City) 2040 General Plan Draft Environmental Impact Report (DEIR). The Division monitors farmland conversion on a statewide basis and administers the California Land Conservation (Williamson) Act and other agricultural land conservation programs. The Department offers the following comments and recommendations with respect to the proposed project.

Project Description

The proposed project would update the City's most recent General Plan which was completed in 2002. The General Plan outlines goals and policies to guide long range planning within the City and is routinely used by the Wasco City Council, Planning Commission, and city staff to aid in decision making, resulting in direct and indirect land use implications. The City's Sphere of Influence is approximately 18 square miles and sits on some of the most fertile farm lands in the State. Wasco's city limit encompasses an area of about 5,466 acres. Land uses within the city limits include: residential, commercial, agricultural, industrial, open space, public facilities, and vacant land. Land uses within the unincorporated area of the Sphere of Influence are predominantly agricultural and residential.

Department Comments

Although direct conversion of agricultural land is often an unavoidable impact under CEQA analysis, mitigation measures must be considered. In some cases, the argument is made that mitigation cannot reduce impacts to below the level of significance because agricultural land will still be converted by the project, and therefore, mitigation is not required. However, reduction to a level below significance is not a criterion for mitigation under CEQA. Rather, the criterion is feasible mitigation that lessens a project's impacts.

All mitigation measures that are potentially feasible should be included in the DEIR. A measure brought to the attention of the Lead Agency should not be left out unless it is infeasible based on its elements. The Department suggests that the City consider the adoption of an agricultural land mitigation program that will effectively mitigate the loss of agricultural land.

**DOC (a)**

Mr. Roger Mobley  
 February 17, 2016  
 Page 2

Agricultural Mitigation Program

**DOC (b)**

Agricultural conservation easements are an available mitigation tool that the City should consider. The Department highlights easements as a mitigation tool because of their acceptance and use by lead agencies as an appropriate mitigation measure under CEQA and because they follow an established rationale similar to that of wildlife habitat mitigation.

Programs that establish agricultural conservation easements and in-lieu fees for mitigation banking are most effective at conserving comparable quality agricultural land when the easement requirements or fees are determined concurrent with project approval. Should significant time elapse between initial approval and the applicant's receipt of a building or grading permit, conflict may arise over the agricultural quality or value of the land being converted. This is particularly true if the land is left idle or used for materials storage.

Mitigation via agricultural conservation easements can be implemented by at least two alternative approaches: the outright purchase of easements or the donation of mitigation fees to a local, regional, or statewide organization or agency whose purpose includes the acquisition and stewardship of agricultural conservation easements. The conversion of agricultural land should be deemed an impact of at least regional significance. Hence, the search for replacement lands should not be limited strictly to lands within the project's surrounding area.

A source that has proven helpful for regional and statewide agricultural mitigation banks is the California Council of Land Trusts. They provide helpful insight into farmland mitigation policies and implementation strategies, including a guidebook with model policies and a model local ordinance. The guidebook can be found at:

<http://www.calandtrusts.org/resources/conserving-californias-harvest/>

Another source is the Division's California Farmland Conservancy Program (CFCP), which has participated in bringing about conservation easements throughout the State of California involving many California land trusts. Any other feasible mitigation measures should also be considered.

Conclusion

The Department recommends the following discussion under the Agricultural Resources section of the DEIR:

<b>DOC (c)</b>	<ul style="list-style-type: none"> <li>Type, amount, and location of farmland conversion resulting directly and indirectly from implementation of the 2040 Wasco General Plan.</li> </ul>
<b>DOC (d)</b>	<ul style="list-style-type: none"> <li>Impacts on any current and future agricultural operations in the vicinity; e.g., land-use conflicts, increases in land values and taxes, loss of agricultural support infrastructure such as processing facilities, etc.</li> </ul>
<b>DOC (e)</b>	<ul style="list-style-type: none"> <li>Incremental impacts leading to cumulative impacts on agricultural land. This would include impacts from the proposed project, as well as impacts from past, current, and likely future projects.</li> </ul>
<b>DOC (f)</b>	<ul style="list-style-type: none"> <li>Proposed mitigation measure that would lessen the impact on agricultural lands within the proposed project area.</li> </ul>

Mr. Roger Mobley  
 February 17, 2016  
 Page 3

Thank you for giving us the opportunity to comment on the Notice of Preparation of a Draft Environmental Report for the 2040 Wasco General Plan Update. Please provide this Department with notices of any future hearing dates as well as any staff reports pertaining to this project. If you have any questions regarding our comments, please contact Farl Grundy, Environmental Planner at (916) 324-7347 or via email at [Farl.Grundy@conservation.ca.gov](mailto:Farl.Grundy@conservation.ca.gov).

Sincerely,



Molly A. Penberth, Manager  
 Division of Land Resource Protection  
 Conservation Support Unit

cc: Kern County Farm Bureau

## Responses

Comment No.	Response	Where Addressed
DOC(a)	<p><b>AG-1</b> The proposed Plan would result in <b>potentially significant</b> impacts by converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), to non-agricultural use.</p> <hr/> <p><del>Despite implementation of the proposed Plan's policies and programs to reduce impacts of growth to agricultural resources, the conversion of Prime Farmland and Important Farmland to non-agricultural uses is significant. Conversion of Prime Farmland and Farmland of Statewide Importance is unavoidable without preventing development.</del></p> <p><b>Mitigation Measure AG-1a:</b>        Prohibit annexation of properties under Williamson Act contracts unless a notice of Non-renewal has been filed.</p> <p><b>Mitigation Measure AG-1b:</b>        Continue to implement a Right-to-Farm ordinance.</p>	Chapter 4.2.3

Comment No.	Response	Where Addressed
	<p><b>Mitigation Measure AG-1c:</b> Re-designate a large amount of acreage currently zoned as residential and commercial back to agriculture, as stated in the proposed Plan.</p> <p><b>Significance After Mitigation:</b> Less than significant.</p> <p>As discussed in the AG-1 impact discussion (Chapter 4.2.3), the following policies and actions in the proposed Plan are assumed in this determination of significance.</p> <p><b>LU Policy 13</b> 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.</p> <p><b>LU Action 13.1</b> The City shall continue to enforce its Right to Farm Ordinance.</p> <p><b>ED Policy 4</b> Support the agricultural sector of our local economy.</p> <p><b>ED Action 4.1</b> 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.</p> <p><b>ED Action 4.2</b> Revise the Zoning Code to allow road-side farm stands as a permitted use on agricultural use properties, regardless of underlying zoning classification.</p> <p><b>LU Policy 6</b> Utilize land efficiently to maintain a compact development pattern, enhance walkability, and limit farmland conversion in areas outside the planned General Plan growth area.</p> <p><b>LU Action 6.1</b> Amend the Zoning Code to allow density increases on infill sites that can accommodate the increases without having an adverse effect on adjacent properties.</p> <p><b>LU Action 6.2</b> 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.</p> <p><b>COR Policy 7</b></p>	

Comment No.	Response	Where Addressed
	<p>Protect Wasco’s agricultural lands and agricultural related resources.</p> <p><b>COR Action 7.1</b> Maintain up to date mapping of lands within the City’s Sphere of Influence under Williamson Act Contracts.</p> <p><b>COR Action 7.2</b> Prohibit annexation of properties under Williamson Act contracts unless a Notice of Non-renewal has been filed.</p> <p><b>COR Action 7.3</b> Continue to implement a Right-to Farm ordinance.</p> <p><b>COR Action 7.4</b> Promote education of new homebuyers and Wasco residents identifying the potential issues of living next to active agricultural operations.</p> <p>Other concerns associated with proposed development in Wasco are based on its proximity to preserved farmland. Increased residential and commercial traffic immediately adjacent to farmland may impact agricultural operations, and vice versa.</p>	
<b>DOC (b)</b>	Additional mitigation measures are not necessary. See DOC(a).	Chapter 4.2.3
<b>DOC(c)</b>	See Chapter 7.2: Significant Irreversible Changes for type, location, and amount of farmland that would be converted to non-agricultural uses upon buildout of the proposed Plan.	Chapter 7.2
<b>DOC(d)</b>	See the discussion under AG-5 in Chapter 4.2.3.	Chapter 4.2.3
<b>DOC(e)</b>	See Chapter 7.5 Cumulative Impacts of the Proposed Plan.	Chapter 7.5
<b>DOC(f)</b>	<p>Only AG-1 and AG-5 require mitigation measures.</p> <p>AG-1 is less-than-significant with mitigation. See DOC(a) for list of policies and actions in the proposed Plan, as well as mitigation measures for AG-1.</p> <p>AG-5 is potentially significant and unavoidable. See AG-5 in Chapter 4.2.3 for a list of policies and actions in the proposed Plan. See AG-5 in Chapter 4.2.4 for mitigation measures.</p>	Chapter 4.2.3

## APPENDIX C: RESPONSE TO COMMENTS ON THE 2016 DRAFT EIR

The Response to Comments sections of the EIR include comment letters on the Wasco General Plan EIR. On the Draft EIR, one comment letter was received from one county agency. In accordance with CEQA Guidelines §15132(d), this Final EIR presents the City's response to comments submitted during the 2016 EIR review and consultation process.

Comment letters are presented in chronological order with the responses following the individual letters. Comment letters are reproduced in total and numerical annotation has been added as appropriate to delineate and reference the responses to those comments.

### Agency Comment Letters and Responses

The following agencies have submitted comments on the 2016 Draft EIR.

Respondent	Code	Contact Information	Page
<b>Kern County Public Works Department</b> Posted: June 23, 2016	<b>KERN</b>	2700 "M" Street Bakersfield, CA 93301-23730 (661)-862-8869 <i>Contact: Paul Candelaria,</i> <i>Engineer II</i>	

Copy of Letter

KERN COUNTY  
PUBLIC WORKS DEPARTMENT  
CRAIG M. POPE, P.E., DIRECTOR



2700 "M" STREET  
BAKERSFIELD, CA 93301-2370

ADMINISTRATION & ACCOUNTING  
OPERATIONS & MAINTENANCE  
BUILDING & DEVELOPMENT  
ENGINEERING

Phone: (661) 862-8850  
FAX: (661) 862-8905  
Toll Free: (800) 552-5378 Option 5  
TTY Relay: (800) 735-2929



June 23, 2016

Ref: 8-4.11 Draft Environmental Impact Report  
Zone Map 55 – Wasco 2040 General Plan

Roger Mobley, Planning Director  
City of Wasco  
764 E Street  
Wasco, CA 93280

**Subject: WASCO 2040 GENERAL PLAN.**

Dear Mr. Mobley,

This Department has reviewed Section 4.15 of the Draft Environmental Impact Report of the subject project and concur with its findings. We believe, in the future, there will be significant impacts for the surrounding County Roadways within the City's sphere of influence due to the General Plan Amendment to the Land Use Elements. However, these impacts will be analyzed during the review of the future proposed development. We also have the following comment:

1. Page 427, TRANS-2; the response to the CEQA threshold number 2 is not addressing conflict with an applicable congestion management program. It is the same response for TRANS-3, which addresses change in air traffic patterns. Please revise.

KERN(a)

KERN(b)

Please send a copy of the final environmental impact report to this department when available.

Thank you for the opportunity to comment on this project. If you have any questions or comment, please contact me at (661) 862-8869 or [paulc@co.kern.ca.us](mailto:paulc@co.kern.ca.us).

Sincerely,  
  
Paul Candelaria  
Engineer II

## Responses

Comment No.	Response
KERN(a)	<p>We agree that project-specific impacts be analyzed as they come online in the future to enable specific recommendations to mitigate their potential impacts. The General Plan recognizes this in its policy statements, which were repeated under TRANS-1 of the EIR as follows:</p> <p><b>CL Policy 3</b> 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.</p> <p><b>CL Action 3.1</b> 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.</p>
KERN(b)	<p><b>TRANS-2</b> Build out of the Plan would result in <del>no</del> <b>potentially significant</b> impacts to a local congestion management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency.</p> <p><del>The Wasco-Kern County Airport is located to the north of the City. The runway fails to meet the length and weight requirements rendering it little used only by very small aircrafts, primarily for crop dusting and emergency response. The Plan does not promote uses that would generate increased flight activities into and out of the airport.</del></p> <p>CA-46 and CA-43 are both included in the Kern County Congestion Management Plan (CMP). Level of service (LOS) E has been established as the minimum system-wide level of service standard in the Kern County CMP (Kern Council of Governments, 2012). As discussed in TRANS-1, the LOS of six intersections will likely decrease below E, assuming the worst-case scenario under which there are no geometric improvements. Thus, buildout of the Plan could potentially conflict with the CMP.</p> <p>Please refer to TRANS-1 for a discussion of potential improvements that will bring the LOS above E.</p> <p><b>Applicable Regulations:</b> Kern County CMP Element of 2014 Preliminary Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS), December 2012, pp 5-101-5-111</p> <p><b>Significance before Mitigation:</b> Potentially Significant</p>



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## APPENDIX D: PUBLIC OUTREACH

Public Outreach for both Plan preparation and the EIR process took multiple forms. The multiple channels of communication used include:

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

The General Plan’s Background Report (Volume 1) and Plan Development (Volume 2) include detailed documentation of Public Outreach during preparation of the Plan. Here is a summary list of public meetings and other outreach events:

1. Four public meetings and related other outreach activities during plan preparation.

### Meeting 1: **Focus Groups**

*Formal Meeting* at 810 8<sup>th</sup> Street, the City Courthouse

Tuesday, October 28, 2014, 4PM-6PM

13 community members attended the meeting in addition to City staff

*“Plan Van”* outreach event at local Save Mart shopping center and a community picnic at Barker Park

Saturday November 8<sup>th</sup>, 2014, 10AM-1PM

70 respondents

*Online survey* to high school students as outreach effort through a school activity

90 respondents

### Meeting 2: **Visioning with Issues and Opportunities**

*Formal Meeting* at 810 8<sup>th</sup> Street, the City Courthouse

Tuesday, November 18, 2014, 4PM-6PM

20 community members attended the meeting in addition to City staff

*“Plan Van”* outreach event at local Save Mart shopping center

Tuesday, November 18, 2014, 4PM-6PM



Meeting 3: **Presentation of Growth Scenarios**

*Formal Meeting* at 810 8<sup>th</sup> Street, the City Courthouse

Tuesday, February 17, 2015, 4PM-6PM

16 community members attended including high school students and City staff

*“Plan Van”* outreach event at Fiesta Latina Market and K-mart

Saturday February 21, 2015, 10AM-1PM

76 respondents

Meeting 4: **Presentation of Preferred Growth Scenario**

*Formal Meeting* at 810 8<sup>th</sup> Street, the City Courthouse

Tuesday, March 10, 2015, 4PM-6PM

24 community members attended including high school students and City staff

*“Plan Van”* outreach event at Fiesta Latina Market and K-mart

Tuesday, March 10, 2015, 4PM-6PM

2. One public **workshop** by the City’s Planning Staff for a joint session of the City Council and Planning Commission upon completion of the Administrative Draft General Plan.
3. **Tribal Consultation**
4. A **Notice of Preparation** at the beginning of the EIR process. The notice is included in this appendix.
5. A **Notice of Completion** at the completion and dissemination of the draft EIR. The Notice is included in this appendix.
6. One **public meeting on the draft EIR**. The announcement is included in this appendix.

Meeting 1: Focus Groups

**CITY OF WASCO  
GENERAL PLAN UPDATE**

We need your input for the future of Wasco



**DINNER PROVIDED**      **CHILDCARE AVAILABLE**      **SE HABLA ESPAÑOL**

**DATE:**  
Tuesday,  
October 28, 2014

**TIME:**  
4:30 PM

**LOCATION:**  
City Courthouse  
810 8th Street

The General Plan is the roadmap to guide future development of the City. The October meeting is intended to inform the community on project goals, gather input on priorities for Wasco and discuss on-going opportunities for participation.

For more information please visit:  
[planwasco.weebly.com](http://planwasco.weebly.com)  
Email questions to:  
[wascogeneralplanupdate@gmail.com](mailto:wascogeneralplanupdate@gmail.com)  
Or call:  
(661) 758-7200



# CIUDAD DE WASCO MODERNIZA MIENTO DEL PLAN DE WASCO

Necesitamos su voz para el futuro de Wasco



**HABRÁ COMIDA  
GRATIS**

**CUIDADO DE  
NIÑOS GRATIS**

**SE HABLA  
ESPAÑOL**

**CUANDO:**  
El Martes,  
Octubre 28 de 2014

**HORARIO:**  
4:30 PM

**LOCACIÓN:**  
Corte de Wasco  
810 Calle Ocho  
Wasco, CA

El Plan de Wasco es el mapa que guiará el futuro de la ciudad. El propósito de esta junta es informarle a los residentes de Wasco acerca de las metas del proyecto y para recibir información sobre las prioridades de la ciudad. También tendremos información sobre oportunidades para residentes que quisieran seguir participando en nuestras juntas.

Para más información por favor visite nuestra página de red:  
[planwasco.weebly.com](http://planwasco.weebly.com)

Mándenos letras electrónicas a:  
[wascogeneralplanupdate@gmail.com](mailto:wascogeneralplanupdate@gmail.com)

O háblenos:  
(661) 758-7200



Meeting 2: Visioning with Issues and Opportunities

**CITY OF WASCO**  
**GENERAL PLAN UPDATE**

We need your input for the future of Wasco



**DINNER PROVIDED**      **CHILDCARE AVAILABLE**      **SE HABLA ESPAÑOL**

**DATE:**  
Tuesday,  
November 18, 2014

**TIME:**  
4:30 PM

**LOCATION:**  
City Courthouse  
810 8th Street

The General Plan is the roadmap to guide future development of the City. The second meeting, November 18th, is intended to gather your preferences toward a future vision for Wasco.

For more information please visit:  
[planwasco.weebly.com](http://planwasco.weebly.com)  
Email questions to:  
[wascogeneralplanupdate@gmail.com](mailto:wascogeneralplanupdate@gmail.com)  
Or call:  
(661) 758-7200



# CIUDAD DE WASCO ACTUALIZACIÓN DEL PLAN GENERAL

Necesitamos su voz para el futuro de Wasco



COMIDA  
GRATIS

CUIDADO DE  
NIÑOS GRATIS

SE HABLA  
ESPAÑOL

## FECHA:

Martes, 18 de  
noviembre de 2014

## HORA:

4:30 PM

## UBICACIÓN:

Corte de Wasco  
810 8th Street  
Wasco, CA

El Plan General de Wasco es el mapa que guiará el futuro de la ciudad. La segunda junta se llevará a cabo el 18 de noviembre con la intención de escuchar sus preferencias sobre el futuro de Wasco.

Para mayor información por favor visite nuestra página:

[planwasco.weebly.com](http://planwasco.weebly.com)

Escríbanos a:

[wascogeneralplanupdate@gmail.com](mailto:wascogeneralplanupdate@gmail.com)

Llámenos:

(661) 758-7200



CAL POLY  
SAN LUIS OBISPO



Meeting 3: Presentation of Growth Scenarios

**CITY OF WASCO  
GENERAL PLAN UPDATE**

We need your input for the future of Wasco



**DINNER PROVIDED**      **CHILDCARE AVAILABLE**      **SE HABLA ESPAÑOL**

**DATE:**  
Tuesday,  
February 3, 2014

**TIME:**  
4:30 PM

**LOCATION:**  
City Courthouse  
810 8th Street

The General Plan is the roadmap to guide future development of the City. The third meeting, February 3, is intended to gather your comments on alternative future plans for the growth of Wasco.

For more information please visit:  
[planwasco.weebly.com](http://planwasco.weebly.com)  
Email questions to:  
[wascogeneralplanupdate@gmail.com](mailto:wascogeneralplanupdate@gmail.com)  
Or call:  
(661) 758-7200



# CIUDAD DE WASCO ACTUALIZACIÓN DEL PLAN GENERAL

Necesitamos su voz para el futuro de Wasco



**HABRÁ COMIDA  
GRATIS**

**CUIDADO DE  
NIÑOS GRATIS**

**SE HABLA  
ESPAÑOL**

## FECHA:

**Martes, 3 de febrero  
de 2015**

## HORA:

**4:30 PM**

## UBICACIÓN:

**City Courthouse  
810 8th Street  
Wasco, CA**

El Plan General es el mapa que guiará el futuro de la ciudad. La segunda junta se llevará acabo el 3 de febrero con la intención de escuchar sus preferencias sobre el futuro de Wasco.

Para mayor información por favor visite nuestra página:

[planwasco.weebly.com](http://planwasco.weebly.com)

Escribanos a:

[wascogeneralplanupdate@gmail.com](mailto:wascogeneralplanupdate@gmail.com)

Llámenos al:

(661) 758-7200



**CAL POLY**  
SAN LUIS OBISPO



Meeting 4: **Presentation of Preferred Growth Scenario**

# **WELCOME! / ¡Bienvenidos!**

**City of Wasco, California / Ciudad de Wasco**

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Community Meeting 4

March 10, 2015

General Plan Update



Reunión de la comunidad #4

10 de marzo 2015

Moderniza miento del Plan de  
Wasco (Plan General)

## Tribal Consultation

STATE OF CALIFORNIA

Edmund G. Brown, Jr. Governor

### NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Boulevard, Suite 100  
West Sacramento, CA 95691  
(916) 373-3715  
Fax (916) 373-5471  
Web Site [www.nahc.ca.gov](http://www.nahc.ca.gov)  
Da\_nahc@pacbell.net



June 3, 2013

Mr. Roger Mobley, Planning Director

### City of Wasco

764 E Street  
Wasco, CA 93280

Sent by FAX to: 661-758-7239  
No. of Pages: 3

RE: Native American Consultation pursuant to California Government Code Section 65352.3, *et seq.* for the proposed "**General Plan Amendment 13-01; Zone Change 13-01**"; located in the City of Wasco; Kern County, California.

Dear Mr. Mobley:

Government Code Section 65352.3 requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting and/or mitigating impacts to cultural places. The Native American Heritage Commission (NAHC) is the state agency with responsibilities for Native American cultural resources.

In the 1985 Appellate Court decision (170 Cal App 3<sup>rd</sup> 604), the court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources impacted by proposed projects, including archaeological places of religious significance to Native Americans, and to Native American burial sites. Note that the NAHC does NOT APPROVE General or Specific Plan; rather, it provides a list of tribal governments with which local jurisdictions must consult concerning any proposed impact to cultural resources as a result of the proposed action.

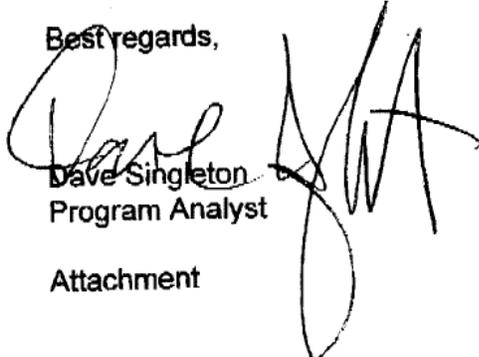
An NAHC Sacred Lands File search was conducted and failed to indicate the presence of Native American traditional cultural place(s) in the immediate project area of potential effect (APE). Also, the absence of specific site information in the sacred lands file does not preclude their existence. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a consultation list of tribal governments with traditional lands or cultural places located in the vicinity of the Project Area (APE). The tribal entities on the list are for your guidance for **government-to-government consultation** purposes.

A Native American tribe or individual may be the only source of the presence of traditional cultural places. For that reason, a list of Native American Contacts is enclosed as they may have knowledge of cultural resources and about potential impact, if any, of the proposed project.

If you have any questions, please let me know.

Best regards,

  
Dave Singleton  
Program Analyst

Attachment

California Tribal Government Consultation List  
Kern County  
June 3, 2013

Tule River Indian Tribe  
Neil Peyron, Chairperson

P.O. Box 589

Porterville, CA 93258

chairman@tulerivertribe-nsn.

(559) 781-4271

Yokuts

*- included email address*

Kitanemuk & Yowlumne Tejon Indians

Delia Dominguez, Chairperson

115 Radio Street

Bakersfield, CA 93305

deedominguez@juno.com

(626) 339-6785

Yowlumne

Kitanemuk

Tejon Indian Tribe

Katherine Montes Morgan, Chairperson

1731 Hasti-acres Drive, Suite

Suite 108

Bakersfield, CA 93309

661-758-2303

kmorgan@bak.rr.com

Yowlumne

Kitanemuk

Kawaiisu

Tubatulabals of Kern Valley

Robert L. Gomez, Jr., Tribal Chairperson

P.O. Box 226

Lake Isabella, CA 93240

(760) 379-4590

Tubatulabal

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Government Code Section 65352.3. and 65362.4. et seq.

## Notice of Preparation for EIR

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Community Development Department (661) 758-7250 Fax (661) 758-7239  
764 E Street, Wasco, CA 93280

# **NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT**

7. TO: Responsible Agencies,  
Trustee Agencies, and Interested  
Parties
8. FROM: City of  
Wasco

January 21, 2016

**Subject:** Notice of Preparation of an Environmental Impact Report

**Project Title:** 2040 General Plan for the City of Wasco

**Lead Agency:** City of Wasco, CA

**Project Location:** City of Wasco, CA

### Introduction

The California Environmental Quality Act (CEQA) is a statute that requires state and local agencies to identify the potential environmental impacts of a project and to avoid or mitigate those impacts, if feasible. A public agency must comply with CEQA when it undertakes an activity defined by CEQA as a "project," such as a General Plan Update. The City of Wasco will be the lead agency and will prepare an environmental impact report for the Wasco General Plan.

Pursuant to CEQA, the 2040 Wasco General Plan's Environmental Impact Report (EIR) will identify potential environmental impacts and feasible measures to mitigate those impacts. The preparation of an EIR includes specific time periods for public notice and comment.

We are requesting the assistance of your agency in defining the scope and content of the environmental information which is relevant to your agency's statutory responsibilities in connection with the proposed project. Responses shall identify, at a minimum: (1) the significant environmental issues and reasonable alternatives and mitigation measures that the responsible or trustee agency, or the Office of Planning and Research, will need to have explored in the draft EIR; and (2) whether your agency will be a responsible agency or trustee agency for the project. A generalized list of concerns not related to the specific project shall not meet the requirements for



a response. The project description, location, and potential environmental effects are listed in the following sections.

Due to the time limits mandated by State law, your response must be sent as early as possible, but no later than 30 days after receipt of this notice. If your agency fails by the end of the 30-day period to provide the lead agency with either a response to the notice or a well-justified request for additional time, the lead agency may presume that your agency does not have a response to make. Please send your response to:

Roger Mobley, Planning Director  
Department of Planning and Community Development  
764 E Street  
Wasco, CA 93280.

Or by email to: [romobley@ci.wasco.ca.us](mailto:romobley@ci.wasco.ca.us)

A copy of the Draft 2040 General Plan can be found at:  
<http://www.ci.wasco.ca.us/>

## Environmental Setting

### Project Location

The City of Wasco is located in California's Central Valley, approximately 25 miles north of Bakersfield in Kern County, as shown on Figure 1. The City's sphere of influence is approximately 18 square miles and is comprised almost exclusively of agricultural lands. The City of Wasco is bisected by State Route 46 from east to west and by State Route 43 from north. SR 46 is a major connector between Interstate 5 and State Route 99. Figure 2 shows Wasco's city limits and sphere of influence.

Figure 1: Location of the City of Wasco

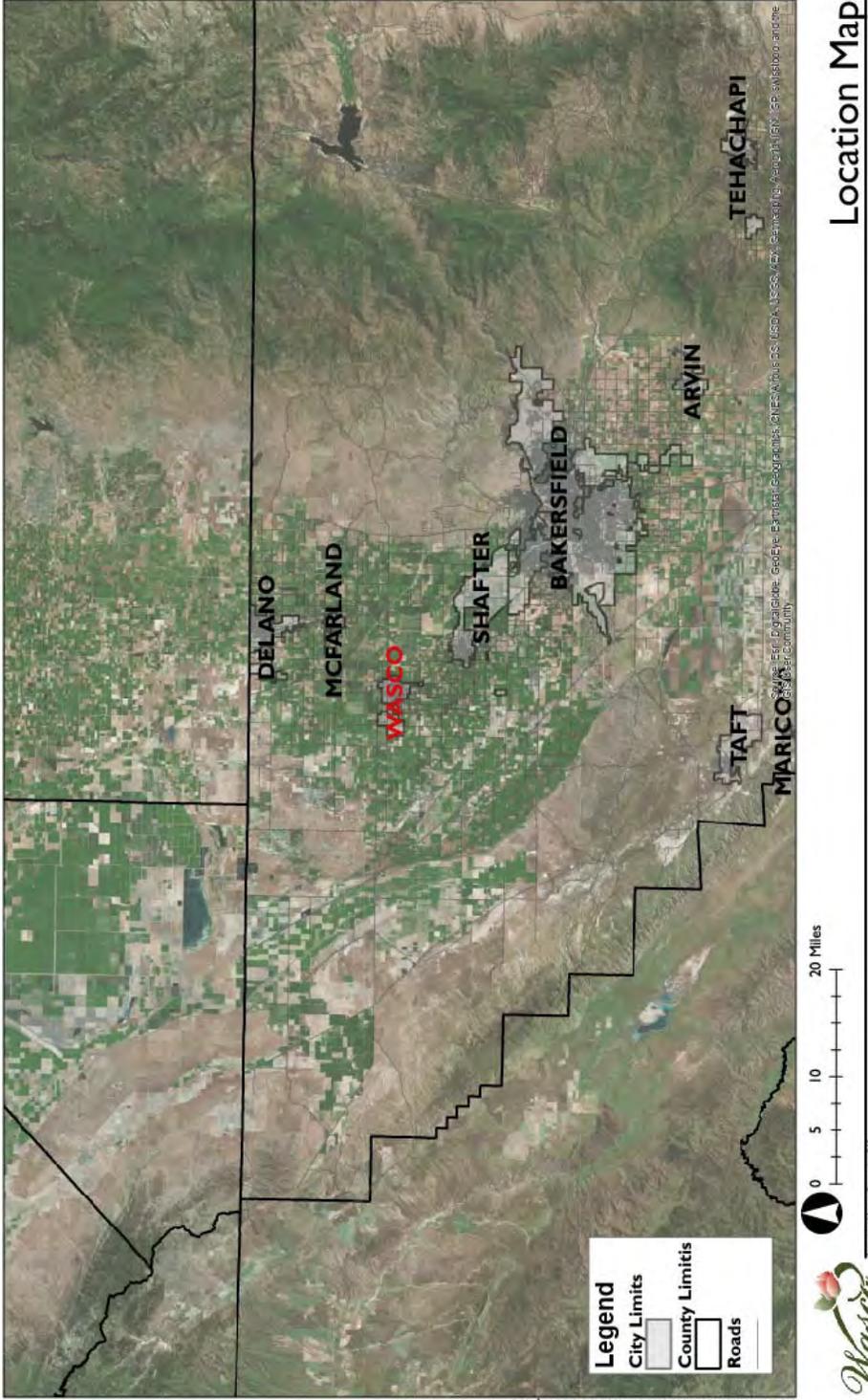
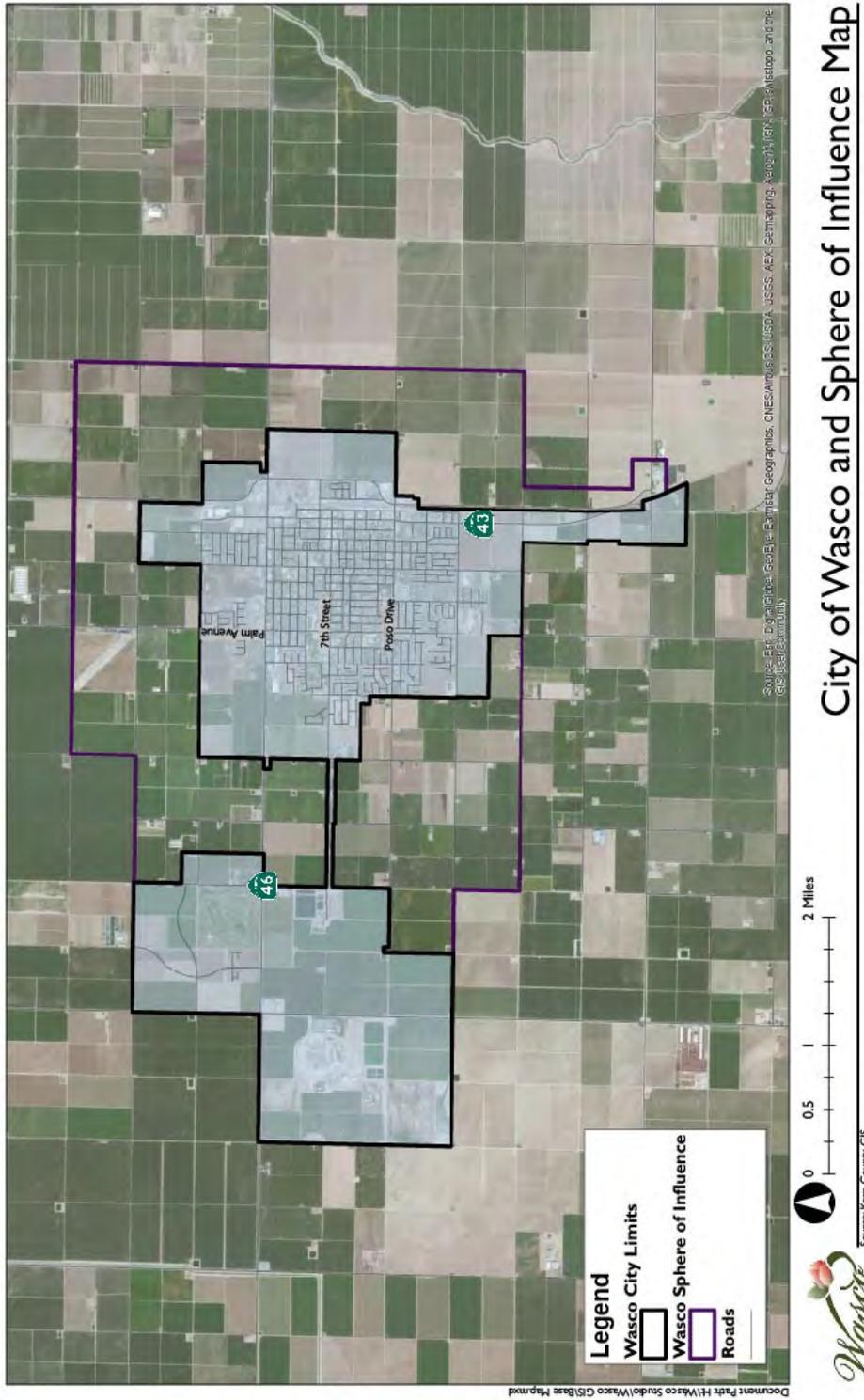


Figure 2: Map of the City of Wasco



## Project Boundaries

A general plan must cover the territory within the boundaries of the adopting city as well as any land outside its boundaries which in the planning agency's judgment bears relation to its planning; (OPR, 2003, §65300). Therefore, the Proposed Project boundary is defined by the City planning area and sphere of influence, which extends beyond the City limits.

## City Limits

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 5,466 acres. Land use within Wasco's city limit includes residential, commercial, industrial, open space, public facilities, and vacant land.

## Sphere of Influence

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 6,022 additional acres of unincorporated land. Land uses within the unincorporated area of the SOI are predominantly agricultural and residential.

## Planning Area

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.

## Project Description

The proposed project is a comprehensive update of the City's 2002 General Plan. California law requires cities and counties to adopt a General Plan to guide future development. The General Plan is the foundation upon which all land use decisions are to be based. The Draft Wasco General Plan accommodates new housing and jobs in anticipation of population growth in the County and the region through the year 2040. The General Plan includes the following elements:

- Land Use
- Circulation
- Conservation, Open Space and Recreation
- Noise
- Safety
- Air Quality
- Economic Development
- Public Facilities & Service
- Community Design
- Health
- Housing



The EIR to be prepared for the proposed General Plan is a “Program EIR.” According to the CEQA Handbook Article 11 Section 15168: A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

- 1) Geographically;
- 2) As logical parts in the chain of contemplated actions;
- 3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or
- 4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

Thus, a program level EIR evaluates the implications of environmental effects resulting from the adoption of a planning document, such as a general plan, which provides direction for long-term visioning and broad community goals. A program level EIR does not examine the specific impacts resulting from individual projects which may be proposed as a result of adopting the 2040 General Plan. Additional environmental review pursuant to CEQA guidelines may be required for site-specific projects, such as those requiring discretionary approval. Such environmental review may be in the form of initial studies, negative declarations, mitigated negative declarations, or the preparation of a project-level EIR.

### Project Objectives

The 2040 Wasco General Plan is intended to represent the general expectations and wishes of its residents and decision-makers concerning future land use patterns and resource management. The Plan seeks to provide a variety of residential densities, mixed-use areas, a diverse economic base, and improved connections throughout the City. This vision is reflected throughout the General Plan. The plan continues to provide that new housing and commercial enterprises are generally directed to areas that are suitable for development or are already developed. The 2040 General Plan ensures that important land use decisions are scrutinized for their potential to affect the quality of life and the environment. Implementation of the General Plan requires a balance between potentially competing interests. It is expected that future decision-makers will need to wrestle with potential trade-offs and compromises, such as maintaining a balance of housing choices, stimulating a growing economy, and protecting the natural environment. The General Plan provides the policy guidance needed to assist future decision-makers in evaluating these tradeoffs and striking a desirable balance. The purpose of community goals represented in the Draft General Plan can be summarized with the following key objectives:

- Provide a legal and comprehensive General Plan that reflects an updated vision for the City’s future and acts as a “constitution” for future development and land use decisions
- Provide an adequate supply of housing options for current and future residents including workforce housing and moderate-income housing
- Develop incentives to encourage economic development including the development of vacant and underutilized commercial parcels to generate new job growth
- Accommodate future population growth with an emphasis on concentrating new development within six key growth areas while leaving the natural landscape open for passive and active recreational use as well as agriculture.

- Promote infill and redevelopment of residential and commercial areas to reduce auto-dependency, increase job to housing balance, and foster sense of community
- Improve local transportation infrastructure and facilitate the paving of sidewalks to improve aesthetic appeal and walkability of public areas and residential neighborhoods
- Address other issues of concern to the community such as the needs of an increasingly aging population and the effects of global climate change.

### Probable Environmental Effects

The Draft EIR will address the short-term and long-term effects of the 2040 Wasco General Plan on the environment. Mitigation measures will be proposed for those impacts that are determined to be significant. A mitigation monitoring program will also be developed as required by Section 15150 of the CEQA Guidelines.

Please review the following list, and provide written comments as to any potential impacts that may be missing. Written comments received during the comment period will be considered when preparing the Draft EIR. It is probable that some or all of the following environmental effects could occur from the implementation of the preferred scenario of the General Plan:

1. Aesthetics
2. Agricultural Resources
3. Air Quality
4. Biological Resources
5. Cultural Resources
6. Geology and Soils
7. Greenhouse Gas (GHG) Emissions
8. Hazards and Hazardous Materials
9. Hydrology and Water Quality
10. Land Use and Planning
11. Mineral Resources
12. Noise
13. Population and Housing
14. Public Services
15. Recreation
16. Transportation and Traffic
17. Utilities, Energy and Service Systems

### Mandatory Findings of Significance

The draft EIR will address the following areas of potential impacts:

- Growth-inducing Impacts
- Cumulative Impacts
- Significant Irreversible Changes



## Alternatives

The Draft EIR will discuss four project alternatives as follows:

1. Slow Growth Scenario
2. Moderate Growth Scenario
3. Aggressive Growth Scenario
4. Preferred Growth Scenario

The preferred growth scenario encapsulates the proposed General Plan.

## Notice of Completion & Notification of Public Meeting on the Draft EIR

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Community Development Department (661) 758-7250 Fax (661) 758-7239  
764 E Street, Wasco, CA 93280

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# PUBLIC NOTICE

Availability of a Draft Environmental Impact Report (Notice of Completion)

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**Date:** May 23<sup>rd</sup>, 2016

**To:** Responsible Agencies, Trustee Agencies, and Interested Parties

**From:** City of Wasco

**Project Title:** Wasco 2040 General Plan

**State Clearinghouse Number:** 2016011066

**Lead Agency:** City of Wasco, CA

**Project Location:** City of Wasco, CA

**Staff Contact:** Planning Director, Roger Mobley

**Address:** 764 E Street, Wasco, California 93280

**Email:** [romobley@ci.wasco.ca.us](mailto:romobley@ci.wasco.ca.us)

### Introduction

The California Environmental Quality Act (CEQA) is a statute that requires state and local agencies to identify the potential environmental impacts of a project and to avoid or mitigate those impacts, if feasible. A public agency must comply with CEQA when it undertakes an activity defined by CEQA as a "project,"



such as a General Plan Update. The City of Wasco is the lead agency and has prepared an environmental impact report for the Wasco General Plan.

Pursuant to CEQA, the 2040 Wasco General Plan's Draft Environmental Impact Report (EIR) identifies potential environmental impacts and feasible measures to mitigate those impacts. The preparation of an EIR includes specific time periods for public notice and comment. We are requesting your input on the DEIR. The project description and location are listed below. Due to the time limits mandated by State law, your response must be sent as early as possible, but no later than 45 days after the DEIR is posted for public availability. Please send your response to:

Roger Mobley, Planning Director

Department of Planning and Community Development

764 E Street

Wasco, CA 93280

Or by email to: [romobley@ci.wasco.ca.us](mailto:romobley@ci.wasco.ca.us)

A copy of the Draft Environmental Impact Report and the City of Wasco General Plan can be accessed from the City web site at: <http://www.ci.wasco.ca.us/>. Printed copies are available for review at City Hall and the Public Library.

### Project Location

The City of Wasco is located in California's Central Valley, approximately 25 miles north of Bakersfield in Kern County. The City's sphere of influence is approximately 18 square miles and is comprised almost exclusively of agricultural lands. The City of Wasco is bisected by State Route 46 from east to west and by State Route 43 from north. SR 46 is a major connector between Interstate 5 and State Route 99.

### Project Description

The proposed project is a comprehensive update of the City's 2002 General Plan. California law requires cities and counties to adopt a General Plan to guide future development. The General Plan is the foundation upon which all land use decisions are to be based. The Draft Wasco General Plan accommodates new housing and jobs in anticipation of population growth in the County and the region through the year 2040. The General Plan includes the following elements: Land Use; Circulation; Conservation, Open Space and Recreation; Noise; Safety; Air Quality; Economic Development; Public Facilities & Services; Community Design; Health; and Housing.

The EIR prepared for the proposed General Plan is a "Program EIR." According to the CEQA Handbook Article 11 Section 15168: A program EIR is an EIR which may be prepared on a series of actions that can

be characterized as one large project and are related either:

- 1) Geographically;
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### Public Meeting

A public meeting on this Draft EIR and related matters is scheduled by the City for **June 14, 2016, from 4:30 PM to 6:30 PM in the Wasco City Courthouse at 810 8th St.**

The purpose of this public meeting is to give citizens and stakeholders an opportunity to comment on the proposed General Plan and associated Draft EIR. Public comments will be accepted from May 23, 2016 to July 6, 2016. Comments received at the public hearing and in writing will be responded to in the Responses to Comments document.

Persons with disabilities or non-English speaking persons who wish to attend the June 14, 2016, public meeting and **need assistance should contact, Planning Director, at (661) 758-7200, no later than June 7, 2016.** Every effort will be made to make reasonable accommodations for these persons.

If you are unable to attend the public meeting, you may direct written comments to the Planning Director, 764 E Street, Wasco, CA 93280 **or you may telephone (661) 758-7200.** In addition, general information on the 2040 General Plan and Draft EIR is available for your inspection at the above office address between the hours of 8:00 a.m. and 5:00 p.m. Monday through Thursday. This notice is posted in accordance with the provisions of the California Government Code, Title 7, Chapter 65000, as amended.



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## APPENDIX E: MITIGATION MONITORING PROGRAM

### Mitigation Monitoring Program

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation	Timing	Responsibility
<p><b>Definitions:</b>  <b>No Impact (NI):</b> The project does not create an impact in that category  <b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.  <b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.  <b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>					
<p>AGRICULTURE</p>					
<p>AG-1 The proposed Plan would result in potentially significant impacts by converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), to non-agricultural use.</p>	<p>PS</p>	<p><b>Mitigation Measure AG-1a:</b> Prohibit annexation of properties under Williamson Act contracts unless a notice of Non-renewal has been filed.  <b>Mitigation Measure AG-1b:</b> Continue to implement a Right-to-Farm ordinance.  <b>Mitigation Measure AG-1c:</b> Re-designate a large amount of acreage currently zoned as residential and commercial back to agriculture, as stated in the proposed Plan.</p>	<p>LTS</p>	<p>Ongoing</p>	<p>Planning Department</p>



Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation	Timing	Responsibility
<p><b>Definitions:</b>  <b>No Impact (NI):</b> The project does not create an impact in that category  <b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.  <b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.  <b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>					
<p>AG-5 The proposed Plan would result in potentially significant impacts that involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.</p>	<p>PS</p>	<p><b>Mitigation Measure AG-5a:</b> Implement Mitigation Measure 1a: Prohibit annexation of properties under Williamson Act contracts unless a notice of Non-renewal has been filed.</p>	<p>PSU</p>	<p>Ongoing</p>	<p>Planning Department</p>
<p><b>AIR QUALITY</b></p>					
<p>AIR-4 The proposed plan would result in potentially significant impacts with respect to the placement of sensitive receptors proximate to substantial pollutant concentrations or the siting of new sources of air pollution proximate to sensitive receptors in the City.</p>	<p>PS</p>	<p><b>Mitigation AIR-4a:</b>            Avoid or prohibit the siting of new substantial emission sources within CARB recommended screening distances of existing sensitive receptors.</p>	<p>LTS</p>	<p>Ongoing</p>	<p>Planning Department</p>

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation	Timing	Responsibility
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<p>AIR-5 The proposed plan will potentially create objectionable odors affecting a substantial number of people.</p>	<p>PS</p>	<p><b>Mitigation AIR-5a:</b>            Implement Mitigation AIR 4a: Avoid or prohibit the siting of new substantial emission sources within CARB recommended screening distances of existing sensitive receptors</p>	<p>LTS</p>	<p>Ongoing</p>	<p>Planning Department</p>
<p><b>BIOLOGICAL RESOURCES</b></p>					
<p>BIO-1 The proposed Plan will have a potentially significant substantial adverse effect, either directly or through the habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.</p>	<p>PS</p>	<p><b>Mitigation Measure BIO-1a:</b>            Comply with all State and Federal requirements for the protection of endangered and special status species.  <b>Mitigation Measure BIO-1b:</b>            Protect and mitigate impacts on listed and special status species in accordance with CEQA and/or NEPA regulations.</p>	<p>LTS</p>	<p>Ongoing</p>	<p>Planning Department</p>



Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation	Timing	Responsibility
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<p><b>CULTURAL RESOURCES</b></p>					
<p>CULT-5 The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in potentially significant cumulative impacts with respect to cultural resources.</p>	<p>PS</p>	<p><b>Mitigation CULT-5a:</b> In the event that historical, cultural, or paleontological resources are unearthed or otherwise discovered during construction activities associated with the proposed General Plan, all work must be suspended until a qualified archaeologist is consulted.</p>	<p>LTS</p>	<p>Ongoing</p>	<p>Planning Department</p>
<p><b>HAZARDS AND HAZARDOUS MATERIALS</b></p>					
<p>HAZ-1 Build-out of the proposed Plan would result in potentially significant impacts in regards to creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.</p>	<p>PS</p>	<p><b>Mitigation HAZ-1a:</b> All hazardous material production and transportation will comply with state and local regulations such as the Natural Hazard Mitigation Plan and the Kern County and Incorporated Cities Hazardous Waste Management Plan.</p>	<p>LTS</p>	<p>Ongoing</p>	<p>Planning Department</p>





Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation	Timing	Responsibility
<p><b>Definitions:</b>  <b>No Impact (NI):</b> The project does not create an impact in that category  <b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.  <b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.  <b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>					
NOISE					
NOISE-3 The proposed Plan would not significantly increase ambient noise levels substantially and permanently in the project vicinity above levels existing without the project.	LTS	<b>Mitigation NOISE-3a:</b> Amend the noise ordinance of the municipal code to preserve neighborhood noise levels.	LTS	Short Term	Planning Department
NOISE-4 The proposed Plan would potentially significantly increase temporary or periodic ambient noise levels in the project vicinity above levels existing without the project.	PS	<b>Mitigation NOISE-4a:</b> Amend the noise ordinance of the municipal code in order to place restrictions on hours of construction activity and advise when issuing construction permits.	LTS	Short Term	Planning Department

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation	Timing	Responsibility
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<b>PUBLIC SERVICES</b>					
PS-3 Build-out of the proposed Plan would result in the provision of or need for new or physically altered school facilities, the construction or operation of which could cause potentially significant environmental impacts.	PS	<b>Mitigation PS-3a:</b> The City will work with local school districts to identify population growth thresholds that require new school facilities to maintain adequate level of service for the growing youth population.	LTS	Short Term	Planning Department
PS-5 Build-out of the proposed Plan would result in the need for new or physically altered library facilities, so the impact would be potentially significant.	PS	<b>Mitigation PS-5a:</b> Coordinate with Kern County Library to address the specific needs of the community and funding sources required to build library services to meet those needs	LTS	Short Term	Planning Department
<b>TRANSPORTATION &amp; TRAFFIC</b>					
TRANS-1 Build out of the Plan would result in potentially significant	PS	<b>Mitigation TRANS-1:</b> In order to mitigate the potential impacts of the General Plan, new developments will have to conduct travel impact studies to determine increases in traffic volumes	LTS	Ongoing	Planning Department



Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation	Timing	Responsibility
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impacts to some intersection levels of service.		attributable to specific developments. If the studies project unacceptable levels of service, then mitigation measures would be put in place. With new State requirements (Complete Streets Act – AB1358 – of 2008) for treatments to accommodate multiple modes, cities have a wide array of mitigation measures at their disposal. Some measures would create travel environments to enable users switch to non-motorized modes, such as walking and biking; other measures would promote use of public transit; while nevertheless others would require geometric improvements to better accommodate the automobile. As identified in the appendix to this section, some would involve the addition of turn bays, restriction of on-street parking, creation of bus pull-outs, while others may ultimately require the addition of through lanes on such major arteries as CA 46 and CA 43. Under today’s multi-modal travel requirements, acceptable levels of service are no longer for auto drivers only, but averaged over all users.			

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation	Timing	Responsibility
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		<p>Therefore, mitigation measures would be implemented to achieve sufficient capacity for walkers, bikers, transit passengers, and autos.</p>			
<p>TRANS-2 Build out of the Plan would result in potentially significant impacts to a local congestion management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency.</p>	<p>PS</p>	<p><b>Mitigation TRANS-2:</b> TRANS-1 includes discussion of potential improvements that can bring the LOS above E. As a follow-up to requirements for project-specific traffic impact studies, identify funding sources and implement the following intersection improvements for CA 46 and CA 43:</p> <ul style="list-style-type: none"> <li>• Provide right turn lanes eastbound and westbound on CA 46,</li> <li>• Provide left turn lanes eastbound and westbound on CA 46,</li> <li>• Widen to two through lanes throughout the length of CA 46 as already planned by Caltrans for the future.</li> <li>• Signalize major intersections</li> <li>• Optimize signal timing throughout</li> <li>• Provide right turn lanes northbound and southbound on CA 43</li> </ul>	<p>LTS</p>	<p>Mid to Long Term (5 years and beyond)</p>	<p>Planning Department</p>



Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation	Timing	Responsibility
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		<ul style="list-style-type: none"> <li>• Provide left turn lanes northbound and southbound on CA 43</li> <li>• Widen two through lanes throughout the length of CA 43 within the City as already done by Caltrans south of the City</li> <li>• Signalize major intersections</li> <li>• Optimize signal timing throughout</li> </ul>			
UTILITIES					
US-1 Build-out of the proposed Plan would result in less than significant impacts in regards to sufficient water supplies for the service area.	LTS	<p><b>Mitigation US-1a:</b> The City of Wasco shall strive to keep annual daily per capita water use to 198 GPCD (gallons per capita daily or below in order to comply with the Water Conservation Act of 2009.</p> <p><b>Mitigation US-1b:</b> The City of Wasco shall reach its cumulative savings rate target of 36 percent below its total production for June, July, August, and September in 2013 in order to comply with Executive Order B-29-15.</p>	LTS	Ongoing	Planning Department

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation	Timing	Responsibility
<p><b>Definitions:</b></p> <p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>					
<p>US-2 Build-out of the proposed Plan would result in potentially significant impacts in regards to the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</p>	<p>PS</p>	<p><b>Mitigation US-2a:</b> The City of Wasco shall update their Municipal Services Review in accordance with LAFCO law, to assure facilities have adequate capacity.</p> <p><b>Mitigation US-2b:</b> The City of Wasco shall not permit construction of new private wells in the City Limits.</p>	<p>LTS</p>	<p>Ongoing</p>	<p>Planning Department</p>
<p>US-3 Build-out of the proposed Plan would result in potentially significant impacts in regards to exceeding wastewater treatment requirements of the applicable Regional Water Quality Control Board.</p>	<p>PS</p>	<p><b>Mitigation US-3a:</b> The City of Wasco shall demonstrate the financial and technological ability to obtain the required permit from the Central Valley Regional Water Quality Control Board before expanding its wastewater treatment facility under the proposed Plan.</p>	<p>LTS</p>	<p>Ongoing</p>	<p>Planning Department</p>



Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation	Timing	Responsibility
<p><b>Definitions:</b></p> <p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>					
<p>US-4 Build-out of the proposed Plan would result in potentially significant impacts in regards to requiring or resulting in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</p>	<p>PS</p>	<p><b>Mitigation US-4a:</b> The City of Wasco shall not permit construction of new wastewater facilities or expansion of existing facilities unless funding has been identified to mitigate the impacts of construction and expansion under the proposed Plan.</p> <p><b>Mitigation US-4b:</b> Provide instructional materials on installing in home greywater systems to residents.</p> <p><b>Mitigation US-4c:</b> Allow for developers proposing low-density residential subdivisions a decreased sewer impact fee if they install greywater systems on each home, and can provide quantitative analysis illustrating the likely decrease in per-capita sewer discharge.</p>	<p>LTS</p>	<p>Ongoing</p>	<p>Planning Department</p>

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation	Timing	Responsibility
<p><b>Definitions:</b></p> <p><b>No Impact (NI):</b> The project does not create an impact in that category</p> <p><b>Less than significant (LTS):</b> A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p><b>Potentially significant (PS):</b> The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p><b>Potentially Significant &amp; Unavoidable (PSU):</b> A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>					
<p>US-5 Build-out of the proposed Plan would result in potentially significant impacts in regards to resulting in a determination (by the wastewater treatment provider which serves or may serve the City) that it has adequate capacity to serve the proposed Plan's projected demand in addition to the provider's existing commitments.</p>	<p>PS</p>	<p><b>Mitigation US-5a:</b> No permits for new construction shall be issued unless adequate treatment capacity can be demonstrated.</p>	<p>LTS</p>	<p>Ongoing</p>	<p>Planning Department</p>
<p>US-6 Build-out of the proposed Plan may result in potentially significant impacts in regards to resulting the construction of new storm water drainage facilities or expansion of existing facilities.</p>	<p>PS</p>	<p><b>Mitigation US-6a:</b> The City of Wasco shall require on-site storm water retention for all new development.</p> <p><b>Mitigation US-6b:</b> Low Impact Development guidelines shall be adopted and implemented for the construction of new on-site stormwater drainage facilities or expansion of existing facilities under the proposed Plan.</p>	<p>LTS</p>	<p>Ongoing</p>	<p>Planning Department</p>



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