

California High-Speed Rail Authority

# *Fresno to Bakersfield* *Section*

## Draft Supplemental Environmental Impact Report/Environmental Impact Statement

Appendix 3.13-A  
Land Use Plans, Goals, and Policies

November 2017



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## APPENDIX 3.13-A: LAND USE PLANS, GOALS, AND POLICIES

### 3.13-A-1 Introduction

A review of state, regional, and local land use plans identified goals, objectives, and/or policies pertinent to the *Fresno to Bakersfield Locally Generated Alternative (F-B LGA)* of the High-Speed Rail (HSR) Project. The HSR Project is a state project and is not subject to mandatory consistency with local land use plans or zoning ordinances. While potential inconsistencies with local or regional land use plans are not considered environmental impacts under CEQA, NEPA requires identification of potential inconsistencies and reconciliation of those inconsistencies. If inconsistencies cannot be reconciled, a rationale for why the project should proceed is provided. This evaluation includes a consideration of the consistency of the F-B LGA with regional and local goals and policies related to the F-B LGA. The following sections summarize the related plans. Table 3.13-A-1 (at the end of this section) lists the specific goals, objectives, and policies in the plans, and discusses their consistency with the F-B LGA. The table includes only those policies that are relevant to the alternative that were not previously discussed in the Fresno to Bakersfield Section Final EIR/EIS.

### 3.13-A-2 State Land Use Plans

State law requires that local governments (cities and counties) adopt general plans to guide local growth and development. Please refer to pages 3.13-A-1 through 3.13-A-7 of Appendix 3.13-A of the Fresno to Bakersfield Section Final EIR/EIS for a discussion of relevant general plans and the local regulatory setting.

### 3.13-A-3 Summaries of Local Land Use Plans

Please refer to Table 3.13-A-1 of Appendix 3.13-A of the Fresno to Bakersfield Section Final EIR/EIS for a discussion of relevant regional and local plans and policies that were identified and considered in the preparation of this analysis. Table 3.13-A-1 summarizes additional goals and policies relevant to the F-B LGA that were not discussed in the Fresno to Bakersfield Section Final EIR/EIS, and provides an analysis of the alternative's (including the HSR station and the MOIF site) consistency with the land use plans.

### 3.13-A-4 Regional Transportation Plans

#### San Joaquin Valley Blueprint (Draft)

Please refer to pages 3.13-A-6 and 3.13-A-7 of Appendix 3.13-A of the Fresno to Bakersfield Section Final EIR/EIS for a discussion of the *San Joaquin Valley Blueprint* (San Joaquin Valley Regional Policy Council 2010).

#### Kern Council of Governments (KCOG) 2014 Final Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (Adopted)

The *2014 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)* 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 (Kern Council of Governments 2014). The RTP/SCS identifies the HSR project as a whole as a future transit option in the region, and supports state and federal actions that would increase accessibility to passenger rail service. Specific goals and policies related to the HSR System and F-B LGA specifically are listed in Table 3.13-A.1.

#### Kern Council of Governments Metropolitan Bakersfield Transit Center Study (Adopted)

The KCOG *Metropolitan Bakersfield Transit Center Study* (Kern Council of Governments 2015) identifies locations for transit centers in Bakersfield due to anticipated growth and higher demand for transit service. It also identifies the need for connectivity of various existing and future transit service connections. The Bakersfield F Street Station was one of the 13 suitable transit center locations studied. The study describes the F Street Station location as follows:

*The surrounding area contains a high amount of retail/service land use within walking distance from the site, providing support for a transit center. Access is provided with Golden Empire Transit (GET) and Kern Transit and existing and planned future bicycle routes proposed in the City's Bicycle Transportation Plan. While there is not a not a high concentration of existing transit dependent populations, employment projections are anticipated to triple by long-term year 2040. This transit center can assist with the anticipated employment growth by providing multi-modal access to nearby future employment centers.*

### **Kern County Regional Bicycle Plan (Adopted)**

The 2012 Kern County Bicycle Master Plan and Complete Streets Recommendations (Kern Council of Governments 2012) provides a broad vision for encouraging increased bicycle travel, as well as strategies and actions, to improve conditions for bicycling throughout the unincorporated communities throughout the county. This Plan provides direction for expanding the existing bikeway network and connecting gaps within the unincorporated communities and throughout the county as a means of bettering the bicycling environment.

### **3.13-A-5 County and City General Plans, Specific Plans and Area Plans**

California law requires that counties and cities adopt general plans, and each general plan must include seven elements:

- Circulation
- Conservation
- Housing
- Land Use
- Noise
- Open Space
- Safety and Seismic Safety

Optional elements include:

- Air Quality
- Economic Development
- Hazardous Waste
- Parks and Recreation

The general plans must describe goals, objectives, and policies for the county or city to guide long-range growth, development, and redevelopment. In addition, the City of Shafter has specific plans that guide long-range growth in specified areas of the city. In addition to these plans, the City of Bakersfield is currently preparing a HSR Station Area Plan that will include an urban design strategy for downtown Bakersfield. The following sections summarize local plans that are relevant to or specifically consider the F-B LGA that were not discussed in the Fresno to Bakersfield Section Final EIR/EIS. The Kern County General Plan, City of Shafter General Plan, and City of Bakersfield and Kern County Metropolitan Bakersfield General Plan were each discussed in pages 3.13-A-5 and 3.13-A-6 of Appendix 3.13-A of the Fresno to Bakersfield Section Final EIR/EIS. Please refer to that document for a discussion of those plans.

### **City of Shafter Gossamer Grove Specific Plan (previously named Coberly West) (Adopted)**

The *Gossamer Grove Specific Plan* (City of Shafter 2014) area is located in the southeast quadrant of the City of Shafter in an area traversed by an approximate 1.2-mile segment of the F-B LGA. The Gossamer Grove Specific Plan proposes development with a mix of residential, commercial, industrial, parks, schools and community facility uses, along with oil drilling islands, on 954 acres. The original Specific Plan, adopted in 2005, was named Coberly West. The name was changed to Gossamer Grove as part of a 2014 amendment.

**City of Shafter Heritage Ranch Specific Plan (Adopted)**

The 263-acre *Heritage Ranch Specific Plan* (City of Shafter 2006) site is located approximately 0.5 mile from the F-B LGA, on the southeastern quadrant of the city of Shafter (City of Shafter 2014). The Heritage Ranch Specific Plan proposes single-family residential, commercial and recreational uses. The site is not yet developed. The property is designated as Heritage Ranch Specific Plan in the City of Shafter General Plan.

**City of Shafter Mission Lakes Specific Plan (Adopted)**

The *Mission Lakes Specific Plan* (City of Shafter 2005) area is located in the southeast of the city of Shafter, approximately 0.5 miles south and southwest of the F-B LGA (City of Shafter 2014). The Plan proposes up to 5,334 residential units, a commercial center, schools, and recreation facilities. The area is designated as Mission Lakes Specific Plan in the City of Shafter General Plan.

**City of Bakersfield HSR Station Area Plan (Draft)**

The City of Bakersfield is developing a HSR Station Area Plan for downtown Bakersfield. The study area includes the approximate boundaries of the Kern River and 38th Street to the North, California Avenue to the South, Union Avenue to the East, and F Street to the West. When complete, the Plan will serve as a vision document that will guide the future development of the HSR station area and greater downtown Bakersfield. The vision plan will be used to pursue and leverage public and private sector funding for implementation actions, as well as create a baseline document for future planning efforts. The plan is scheduled for completion in February 2017. The eight goals of the HSR Station Area Plan are:

1. Increase population and economic density in the urban core
2. Support residential and commercial activity
3. Develop underutilized or vacant properties
4. Connect existing activity and cultural centers
5. Create an efficient, reliable and effective multimodal transportation system
6. Enhance sustainability, livability and a unique sense of place
7. Secure funding for identified implementation actions

**Table 3.13-A-1 Fresno to Bakersfield Locally Generated Alternative Consistency with Local Plan Goals, Objectives, and Policies**

Goals and Policies	Discussion
<b>San Joaquin Valley Blueprint (Draft)</b>	
Please refer to pages 3.13-A-6 and 3.13-A-7 of Appendix 3.13-A of the Fresno to Bakersfield Section Final EIR/EIS for a discussion of the San Joaquin Valley Blueprint.	
<b>Kern County Regional Transportation Plan/Sustainable Community Plan</b>	
Goal 1: Mobility - Improve the mobility of people and freight.	The HSR would improve mobility by providing an additional mode of transportation for people to travel through the district.
Goal 2: Accessibility - Improve accessibility to, and the economic wellbeing of, major employment and other regional activity centers.	The HSR would improve accessibility and the economic wellbeing by providing direct access to downtown Bakersfield from metropolitan regions throughout California.
Policy 1.3 Assist Meadows Field with planning related to high-speed rail connections.	This policy indicates Kern County's willingness to consider ground access improvements and connectivity to HSR.

Goals and Policies	Discussion
<p>Policy 12.1 Monitor advancement of the California High-Speed Rail project.</p>	<p>This policy indicates Kern County's intent to monitor the HSR project.</p>
<p>Policy 29 Promote land use patterns that support current and future investments in public transit and that might support future commuter- and high-speed rail alternatives.</p>	<p>This policy indicates Kern County's willingness to align land use policies with public transit opportunities.</p>
<p><b>Kern County Bicycle Master Plan and Complete Streets Recommendations</b></p>	
<p>Recommendation 5.2.2 Multimodal Connections Support facilities and connections to other modes of transportation are essential components of a bicycle system because they enhance safety and convenience for cyclists at the end of every trip. Multimodal connections can be encouraged by installing secure bicycle lockers at transit centers.</p>	<p>This policy indicates Kern COG's intent to support bicycle infrastructure at transit centers. The HSR would incorporate this recommendation as the station is proposed to incorporate bicycle infrastructure, including connections to the existing bicycle network and bicycle parking.</p>
<p><b>Kern County General Plan</b></p>	
<p>Please refer to pages 3.13-A-27 and 3.13-A-28 of Appendix 3.13-A of the Fresno to Bakersfield Section Final EIR/EIS for a discussion of the relevant goals and policies contained in the Kern County General Plan.</p>	
<p><b>City of Shafter General Plan</b></p>	
<p><i>Land Use</i></p>	
<p>Please refer to page 3.13-A-28 of Appendix 3.13-A of the Fresno to Bakersfield Section Final EIR/EIS for a discussion of additional goals and policies in the City of Shafter General Plan.</p>	
<p>Agricultural/Open Space Uses Policy 3. Maintain the viability of commercial agricultural operations within areas designated for agricultural use by requiring appropriate minimum parcel sizes and limiting the intensity of permitted land uses.</p>	<p>The F-B LGA would convert land designated for agricultural use to transportation-related uses (alignment and MOIF). The reduction of agricultural land would be potentially inconsistent with this policy. The proposed project should proceed although complete reconciliation is not possible because the overall goals of the General Plan support HSR development.</p>
<p>Figure 2-1 City of Shafter General Plan Land Use Map</p>	<p>The F-B LGA would displace approximately 5 acres of single-family residential land, 48 acres of commercial land, 48 acres of industrial land, 31 acres of community facility land, and 65 acres of agricultural land. The conversions would be potentially inconsistent with the land use designations in the City of Shafter General Plan. The proposed project should proceed although complete reconciliation is not possible because the overall goals of the General Plan support HSR development.</p>



Goals and Policies	Discussion
<b>City of Shafter Gossamer Grove Specific Plan</b>	
Land Use Plan Figure 3-1	The F-B LGA would traverse the site and displace 33 acres of land designated for low density residential use. The F-B LGA was not considered in the specific plan and is inconsistent with the single-family residential use proposed on the area that would be displaced. The site is currently used for agricultural cultivation. The proposed project should proceed because the overall goals of the General Plan support HSR development. In addition, displacement of existing residential uses would occur.
<b>Metropolitan Bakersfield General Plan</b>	
Please refer to pages 3.13-A-29 and 3.13-A-30 of Appendix 3.13-A of the Fresno to Bakersfield Section Final EIR/EIS for a discussion of the Metropolitan Bakersfield General Plan.	

*Sources: Kern Council of Governments (KCOG) 2014, City of Bakersfield and County of Kern 1985, City of Shafter 2005, City of Shafter 2014, City of Bakersfield 2016a, City of Bakersfield 2016b, City of Bakersfield 2016c.*

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