RIDGECREST GENERAL PLAN 2030

Adopted December 2, 2009

City of Ridgecrest General Plan

Adopted

December 2, 2009

Prepared by

Matrix Design Group Inc.

and,

the City of Ridgecrest

City Staff

Mike Avery, City Manager
Jim McRea, Public Services Director
Matthew Alexander AICP, City Planner
Pamela Hill, Planning Technician
Danielle Valentine, Administrative Secretary
Dennis Speer, Public Works Director
Jim Ponek, Parks & Recreation Director
Ron Strand, Police Chief

City of Ridgecrest

City Council

Chip Holloway, Mayor
Steven Morgan, Mayor Pro Tem
Thomas Wiknich, Vice Mayor
Dan Clark, Council Member
Ron Carter, Council Member

Planning Commission

Jerry Taylor, Chair
Lois Beres, Commissioner
Nellavan Jeglum, Commissioner
Eric Kauffman, Commissioner
Howard Laire, Commissioner

General Plan Advisory Committee

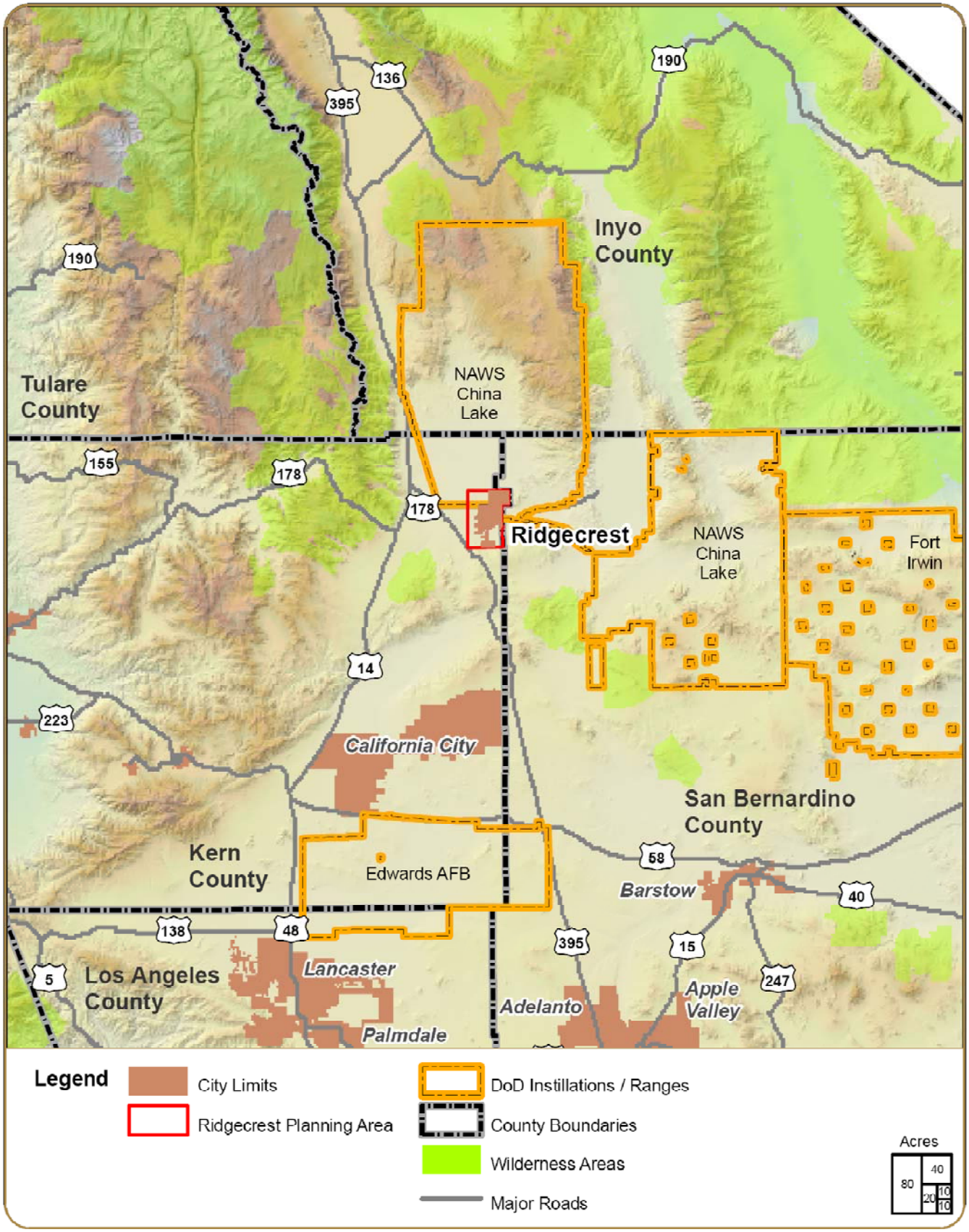
Jerry Taylor, GPAC Chair
Jim Smith, GPAC Vice Chair
Nellavan Jeglum, GPAC Member
Eric Kauffman, GPAC Member
Howard Laire, GPAC Member
Andy Kilikauskas, GPAC Member
Chuck Roulund, GPAC Member
Craig Porter, GPAC Member
Jim Fallgatter, GPAC Member
Joanna Rummer, GPAC Member
John O'Gara, GPAC Member
Randy Kirkendoll, GPAC Member
Ruth Cooper, GPAC Member
Sharon Paxton, GPAC Member

1 Introduction

1.1 City of Ridgecrest

Located at the northeast corner of Kern County, Ridgecrest sits at the edge of the Mojave Desert in the Indian Wells Valley, and is surrounded by four mountain ranges. Ridgecrest is the county's third largest incorporated city and second largest urban area (see Figure 1-1).

The City of Ridgecrest has direct land use jurisdiction over the incorporated city limits, which encompass about 21.4 square miles. Approximately nine square miles of the city limits lie within the boundary of the Naval Air Weapons Station (NAWS) China Lake. Although in the city limits, the area on NAWS China Lake is managed by the Navy, and the City does not exercise land use authority over this area. Development and planning within this area is managed by NAWS China Lake and the U.S. Navy. The Planning Area for the General Plan (see Section 1.2 for details), include the city limits and unincorporated areas that bear relation to the planning of the community.



0 0.25 0.5 1 Miles

Regional Location | Figure 1-1

Because of the City's convenient accessibility by two major highways, it is a central location for shopping and business for the eastern region of Kern County. The City's accessibility also renders it an ideal area for industry. Ridgecrest serves the Northeastern Kern and Eastern Sierra Region with commercial services, entertainment, recreation, filming, and tourism.

1.2 Planning Area

As stated in the General Plan Guidelines, a general plan must "cover the territory within the boundaries of the adopting city or county as well as 'any land outside its boundaries which in the planning agency's judgment bears relation to its planning' (§65300)." For purposes of developing this General Plan, the City established a Planning Area early in the update process as part of the public involvement process.

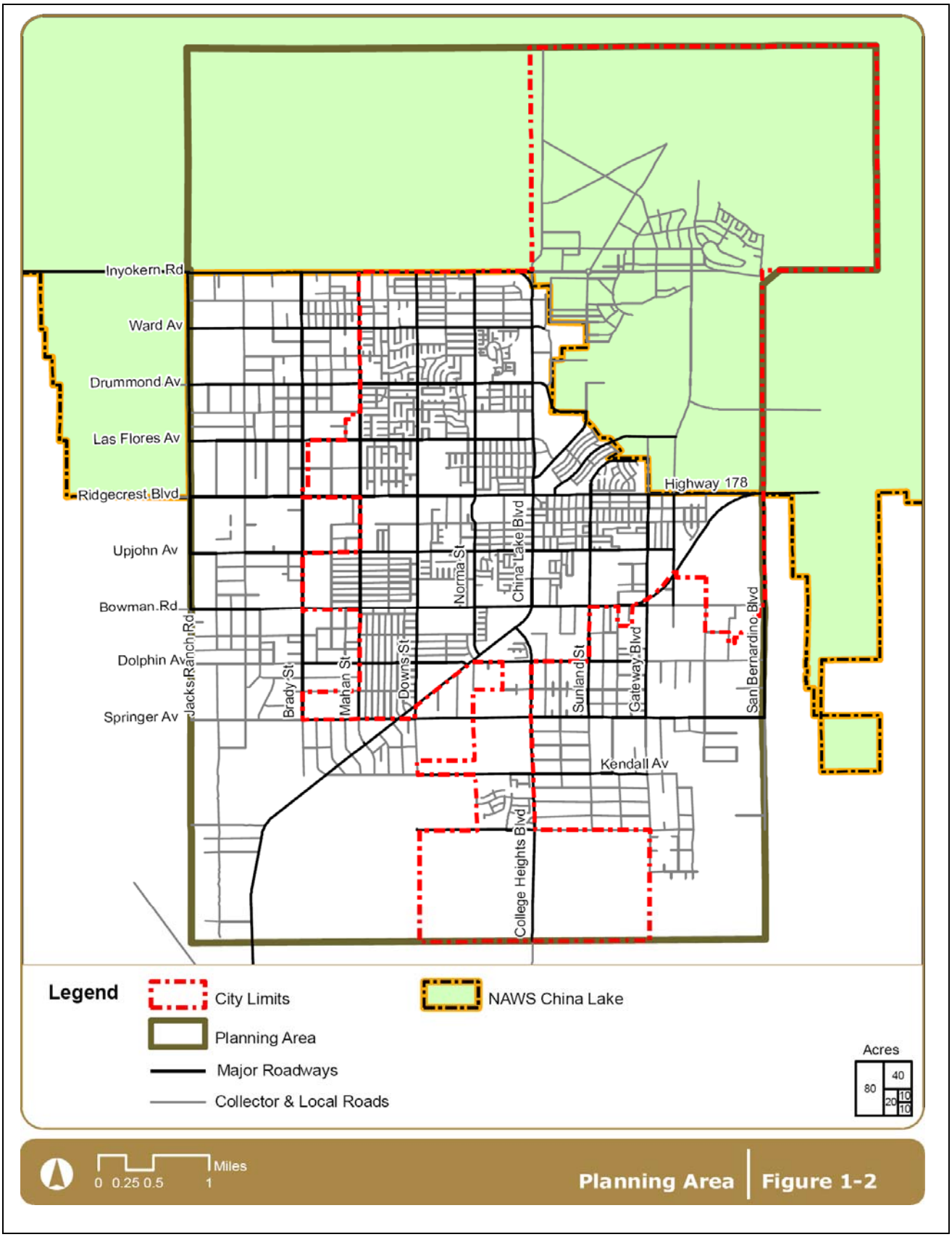
The Planning Area established for the Ridgecrest General Plan is shown on Figure 1-1. A unique aspect of the Planning Area is that it incorporates lands managed by the Bureau of Land Management (BLM) and lands held by the Department of Defense as part of China Lake. The Planning Area covers a land area of approximately 40 square miles.

1.3 General Plans in California

Every city and county in California is required by State law to prepare and maintain a planning document called a general plan (Government Code Section 65300). A general plan is designed to serve as the jurisdiction's "constitution" or "blueprint" for future decisions concerning land use, infrastructure, public services, and resource conservation. All specific plans, subdivisions, public works projects, and zoning decisions made by the City must be consistent with the general plan.

A general plan must address the seven topics (referred to as "elements") of land use, circulation, housing, open-space, conservation, safety, and noise as identified in state law (Government Code Section 65302), to the extent that the topics are locally relevant. It may also include other topics of local interest, as chosen by the City (Government Code Section 65303).

- The **land use element** designates the general distribution and intensity of land uses within the planning area.
- The **circulation element** identifies the general location and extent of existing and proposed transportation facilities and utilities.
- The housing element is a comprehensive assessment of current and future housing needs for all segments of the City population, as well as a program for meeting those needs. The housing element is subject to state statutory requirements for periodic updates. To meet mandated state timelines, the housing element will be prepared on a separate schedule.



Planning Area | Figure 1-2

- The **open-space element** describes measures for the preservation of open space for the protection of natural resources, the managed production of resources, and for public health and safety.
- The **conservation element** addresses the conservation, development, and use of natural resources.
- The **safety element** establishes policies to protect the community from risks associated with natural and man-made hazards such as seismic, geologic, flooding, wildfire hazards, and air quality.
- The **noise element** identifies major noise sources and contains policies intended to protect the community from exposure to excessive noise levels.

The City may adopt a general plan in the format that best fits its unique circumstances (Government Code Section 65300.5). In doing so, the City must ensure that the general plan and its component parts comprise an integrated, internally consistent, and compatible statement of development policies. The City of Ridgecrest has chosen to adopt a General Plan that consolidates some of the mandatory elements. The conservation and open space elements are combined into a single element and the noise and safety elements are consolidated into a Public Health and Safety element. The City has also included two optional elements to reflect the specific needs of the community (Military Sustainability and Community Design).

The elements included in the Ridgecrest General Plan are described in further detail in the following section.

In addition to the mandatory and optional elements, the Ridgecrest General Plan has the following three defining features:

- **General**. As the name implies, the general plan provides general guidance that will be used to direct future land use and resource decisions.
- **Comprehensive**. The general plan covers a wide range of social, economic, infrastructure, and natural resource factors. These include topics such as land use, housing, circulation, utilities, public services, recreation, agriculture, biological resources, and many other topics.
- **Long-range**. General plans provide guidance on reaching a future envisioned 20 or more years in the future (this General Plan update will look out over 20 years to the year 2030). To reach this envisioned future, the General Plan will include policies and actions that address both immediate and long-term needs.

1.4 Ridgecrest General Plan

The Ridgecrest General Plan update program was founded on the following guiding principles:

- Provide the public opportunities for meaningful participation in the planning and decision-making process;
- Provide a description of current conditions and trends shaping the City of Ridgecrest;
- Identify planning issues, opportunities, and challenges that should be addressed in the General Plan;
- Explore land use and policy alternatives;
- Ensure the General Plan is current, internally consistent, and easy to use;
- Provide guidance in the planning and evaluation of future land and resource decisions; and
- Provide a vision and framework for the future growth of the City.

General Plan Documents

The Ridgecrest General Plan update includes the preparation of a number of major documents. These documents can be divided into two sets: General Plan documents (adopted), and General Plan supporting documents used to assist in the decision making process, but are not part of the adopted General Plan.

General Plan Documents

- **Goals and Policies Report**. This report is the essence of the General Plan. It contains the goals and policies that will guide future development within the City and its Planning Area (see Section 1.2). It also identifies a full set of implementation measures that will ensure the policies of the General Plan are carried out.

  The Goals and Policies Report also contains a number of diagrams that show the distribution of land use designations, circulation features, and other planned facilities in the Planning Area.

General Plan Supporting Documents

- **Map Atlas**. To provide the community with a good foundation for planning the future, a "Map Atlas" was prepared. This document replaces a lengthy text write up with a graphic format that makes use of maps, charts, and illustrations to convey a picture of the City of Ridgecrest at the start of this General Plan update in 2007. This Map Atlas is an illustrated summary of the key findings from the background research conducted.
- **Policy Directions and Choices Report**. Based on input from workshops held with the community and the General Plan Advisory Committee (GPAC), and direction from the Planning Commission and City Council, this document provided a summary of the critical policy and program issues to be addressed in the General Plan and provided

a look at the direction to be pursued by the community in planning for the future.

- **Environmental Impact Report (EIR)**. An EIR will be prepared to meet the requirements of the California Environmental Quality Act (CEQA). A public draft EIR is expected to be circulated for public comments in late 2008 / early 2009. The Planning Commission and City Council will rely on the information contained in the EIR to understand the potential impacts associated with implementation of the General Plan and will use the EIR to support the decision making process.
- **Zoning Ordinance Update**. In conjunction with the development of the updated General Plan, the Project Team will update the City's Zoning Ordinance. This revision will utilize the current form of the document with additional illustrations and examples included to make the code easier to use. The updated Zoning Ordinance will be one of the key methods of implementing the General Plan update.

Elements Included in the Ridgecrest General Plan

The Ridgecrest General Plan contains six elements. The following paragraphs display the name of each element, the chapter number for each element, and a discussion of the contents and purpose of each element.

In each element, goals and policies are numbered according to the topic they address. In the following discussion, a one-, two-, or three-letter acronym will be given for each element. This acronym is used to identify all goals and policies in a given element and is used to identify which policy and implementation measures go together. For example, goals and policies for Land Use have the acronym "LU".

LU	**Land Use** **Chapter 3**	***Land Use Element*** This element establishes goals and policies for residential, commercial, industrial, and other land uses in the City.

MIL	**Military Sustainability** **Chapter 4**	***Military Sustainability Element*** This element identifies the goals, policies, and implementation measures needed to ensure the City's dual objective of achieving growth while protecting the flight corridors and military missions associated with China Lake.

CD	**Community Design** **Chapter 5**	***Community Design Element*** This element establishes the goals, policies, and implementation measures to guide evaluation of city structure and design.
C	**Circulation** **Chapter 6**	***Circulation Element*** This element identifies the goals, policies, and implementation measures needed to ensure an adequate and functional transportation and circulation system. This element addresses automobile travel (roads and highways), public transit, aviation, and trails for bicyclists and pedestrians.
OSC	**Open Space and Conservation** **Chapter 7**	***Open Space and Conservation Element*** This element identifies the goals, policies, and implementation measures needed to ensure the appropriate use, enjoyment, and protection of natural resources within the City.
HS	**Health and Safety** **Chapter 8**	***Health and Safety Element*** This element identifies the goals, policies, and implementation measures needed to ensure the public health, safety, and welfare related to both natural and man-made hazards.

Table 1-1 illustrates how the elements of the Ridgecrest General Plan relate to the seven mandatory elements set out in state law. A solid square (■) indicates that the issues identified in a state-mandated element are covered in the City element identified in the left column.

Table 1-1. Relationship between City's General Plan and the State-Mandated Elements

	Land Use	Circulation	Conservation	Open Space	Noise	Safety	Housing
Land Use	■			■			The housing element will be prepared on a separate schedule and is not included in this document.
Military Sustainability	■		■		■	■	
Community Design	■		■				
Circulation	■	■			■		
Open Space/ Conservation	■		■	■			
Health and Safety					■	■	

Zoning Ordinance Update

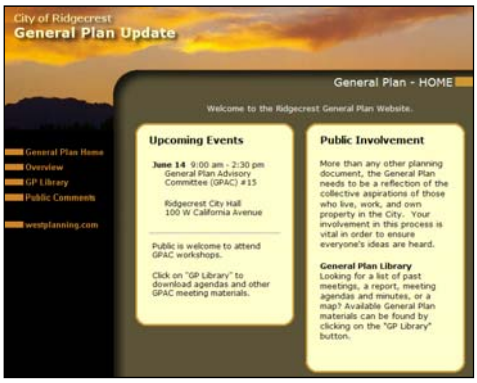
In conjunction with the development of the updated General Plan, the City will also update the City's Zoning Ordinance. This revision will utilize the current form of the document, with additional illustrations and examples included to make the code easier to use. The Zoning Ordinance update will be one of the key tools used to implement the new General Plan.

1.5 Public Involvement

In preparing the updated Ridgecrest General Plan, the City conducted an extensive community involvement process which involved the components discussed in the following paragraphs.

Website

A dedicated General Plan website was maintained during preparation of the General Plan (www.westplanning.com). This site contains schedules for future meetings and provides a location to download documents prepared during the General Plan update program.



Newsletters

As part of the General Plan's community involvement process, a two newsletters were prepared to provide updates on the progress of the General Plan.

March 2007 Defining the Future

This newsletter provided an overview of the General Plan

program and information on how to stay involved in the development of the plan.

Late 2008 — Draft General Plan & EIR
This newsletter will provide a summary of the General Plan and EIR. This newsletter will be used to review the plan during public workshops, GPAC meetings, and public hearings with the Planning Commission and City Council.

General Plan Advisory Committee (GPAC)

GPAC Workshop

To provide guidance in the General Plan update, the City created an advisory committee – the General Plan Advisory Committee (GPAC). The GPAC is made up of 14 individuals selected from the community and is designed to provide additional community input to the Planning Commission and City Council. The GPAC was also a vital resource to City staff and the General Plan consulting team as the General Plan was developed.

During preparation of the General Plan, 16 meetings were held with the GPAC. GPAC meetings were typically held on a monthly basis, with all meetings being open to the public.

Community Workshops

Three community workshops were held to gain input on issues and opportunities, alternative futures, and the General Plan documents:

Workshop #1

March 28, 2007 — Issues and Opportunities
On March 28, 2007, over 50 people met at the City Hall and participated in the first of two community workshops designed to give the community opportunities to be involved in shaping the City of Ridgecrest General Plan. The purpose of the first workshop was to provide participants with an overview of the General Plan update process and give everyone an opportunity to offer their thoughts on the future of Ridgecrest.

Following the General Plan overview, the workshop participants broke into five break-out groups and discussed the following two questions:

- List the top three challenges/issues facing the City.
- List the top three opportunities the City should pursue.

Workshop #2

March 29, 2007 — On March 29, 2007, over 50 people met at City Hall and participated in the second of two community workshops designed to give the community opportunities to be

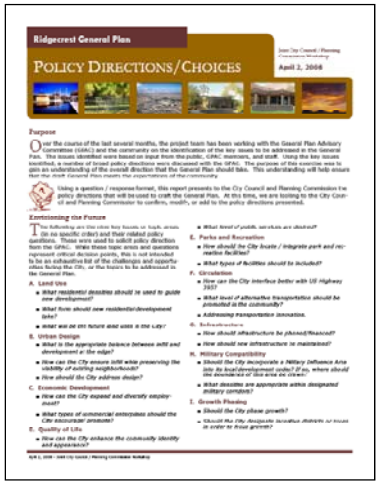
involved in shaping the City of Ridgecrest General Plan. The purpose of the second workshop was to explore policy choices related to future land use concepts for the City of Ridgecrest. At the beginning of the workshop, participants were asked to join the same group they were with for Workshop #1. New attendees were divided into the five groups. Working as members of these groups, participants developed concepts for Ridgecrest's future. Their charge was to map out a future for the City that addresses the issues and opportunities identified in Workshop #1.

Fall 2008

Prior to the start of public hearings, a third workshop focused on the Draft General Plan will be held. This workshop will be set up using a combination of group workshop and open house formatted segments. The open house component will allow participants to move between "booths" set up on specific topic areas. At each area, participants can ask questions and provide input on the major directional items contained in the General Plan.

City Council / Planning Commission Joint Workshops

During preparation of the draft General Plan, the Planning Commission held 21 workshops that were open to the public. Dates and topics for these workshops are as follows:


Ridgecrest General Plan

POLICY DIRECTIONS/CHOICES

April 2, 2008

Policy Choices / Direction Report

April 2008

Policy Choices / Direction

From the start of the General Plan update, the project team has been working with the GPAC and the community on the identification of the key issues to be addressed in the General Plan. Using the key issues identified, a number of broad policy directions were discussed with the GPAC and presented to the City Council and Planning Commission. The purpose of this exercise was to gain an understanding of the overall direction that the General Plan should take. This understanding will help ensure that the draft General Plan meets the expectations of the community.

The results of this input are reflected in the Policy Choices / Direction report.

1.6 Environmental Analysis

As required under the California Environmental Quality Act (CEQA, Public Resources Code Section 21000, et seq.), the City Council will consider the findings of an environmental impact report (EIR) prior to adopting the General Plan. In order to minimize redundancy, the General Plan and EIR will be prepared as a combined document, as allowed under Section 15166 of the State CEQA Guidelines. Linking the General Plan documents by common organization and numbering will help organize the EIR as well. The

components of the General Plan taken together will meet the CEQA requirements for EIR content and analysis. The Goals and Policies Report provides some of the environmental setting and embodies the project description and environmental mitigation.

All feasible mitigation measures recommended to reduce the potential environmental impacts of the General Plan below a level of significance will be integrated into the policies of the General Plan. Mitigation monitoring, as required under CEQA, will be done by compliance with the General Plan and through annual reports to the Planning Commission and City Council on the status of General Plan implementation.

1.7 Using This General Plan

Organization

As stated above, this General Plan includes six elements, many of which are further divided into related topic areas. To make the elements easier to use and reference, each element is set up with the same structure.

GOAL

Each element contains the goals and policies that will be used by the City to guide future land use decisions. A goal is a statement that describes in general terms a desired future condition or "end" state. A goal serves as a general direction-setter. In this General Plan, goal statements will be formatted like the following example. In the shaded box is the goal's reference number. In the example, "C" refers to the Circulation Element and the "1" means this is the first goal in this element. Each element will have one or more goals for each topic area covered by that element.

Example

Goal C-1	Develop an integrated transportation system through regional coordination and the development of sustainable financing mechanisms. [New Policy].

POLICY

A policy is a statement that guides a specific course of action for decision-makers to use to achieve a desired goal. A policy must be clear and unambiguous; it indicates a commitment of the local legislative body to a particular course of action. The example below shows what a policy statement looks like. In this General Plan, every goal has one or more policies associated with it. The letters and first number (e.g., "C-1") shows what goal this policy supports. The final number in the identifier (e.g., ".1"), shows that this is the first policy that supports Goal C-1.

Example

C-1.1 Circulation Diagram

The City shall utilize and maintain the Circulation Diagram to designate the classification of all major roadways, transit facilities, and bicycle facilities. [New Policy]

Similar to the goal statements, the information in the brackets for each policy shows if it was based on a modification of an existing policy, or if this is a new policy statement.

IMPLEMENTATION MEASURES

In order to ensure that appropriate actions are taken to implement the General Plan, a set of implementation measures is provided. An implementation measure is a specific measure, program, procedure, or technique that carries out plan policies. Following the goals and policies for each topic area, a table is provided that shows the implementation measures. This table lists the implementation, states which policy(ies) this implementation supports, states what City departments or outside agencies are responsible to see this implementation gets done, and provides a timeline for when this implementation will be done.

Example

Table 6-1. Circulation Implementation Measures

Implementation Measure		Policy	Who is Responsible	Timeframe			
				2008-2010	2010-2015	2015-2030	On-going
1.0	The City shall develop a Circulation Master Plan that will include Bicycle and Pedestrian circulation as well as Vehicular. [Source: Policy 2.1.2, Circulation Element	C-1.1 C-6.3	Public Services (Community Development & Planning)	■			■

Military Compatibility Planning Policies

R-2508 JLUS

Although the City has incorporated a Military Sustainability element into the General Plan, there are a number of policies that support military compatibility planning concepts included in other elements. Many of these policies were the result of the City's participation in the R-2508 Joint Land Use Study (JLUS) completed in May 2008 (more information on the JLUS process is provided in Section 4). To assist in locating compatibility planning policies related to the recommendations in the JLUS, these are highlighted with JLUS icon, as shown to the left of this paragraph.

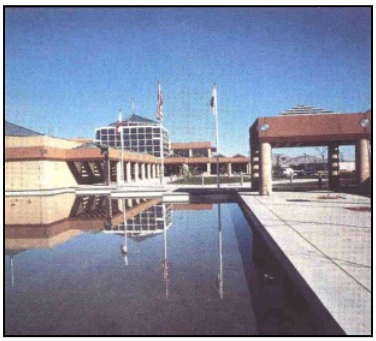
1.1 City of Ridgecrest 1
1.2 Planning Area 3
1.3 General Plans in California 3
1.4 Ridgecrest General Plan 5
1.5 Public Involvement 9
1.6 Environmental Analysis 11
1.7 Using This General Plan 12

Table 1-1. Relationship between City's General Plan and the State-Mandated Elements 8
Table 6-1. Circulation Implementation Measures 13

2 Ridgecrest – An Overview

2.1 Ridgecrest's History

Tent housing in Ridgecrest, 1940's
Source: www.high-desert-memories.com



Today, Ridgecrest Community Center
Source: www.high-desert-memories.com

The Indian Wells Valley area that is now Ridgecrest was at the time of the first non-Native contact part of the territory used by the Kawaiisu Indians. The Kawaiisu homeland, however, was located to the west in the Tehachapi and Piute Mountain regions. Travel into the area was mainly for the seasonal collection of plants and animals not available in the mountains. The Kawaiisu excelled at basket making and used them for harvesting, food preparation and storage.

The first non-Native people to enter the general area were a group of American beaver trappers led by Jedediah Smith in 1826. In 1834, explorer Joseph Walker led an expedition through the area, and in 1849 the Death Valley Party traveled through the region. Between the 1860s and 1890s, the surrounding region experienced several mining booms which resulted in increased travel and transportation through the Indian Wells Valley. In the 1880s, Chinese railroad laborers briefly settled in Indian Wells Valley following their employment by the Central Pacific Railroad in the Owens Valley, hence the source of the name "China Lake." It wasn't until the early twentieth century, however, that there was a permanent non-native presence in the valley. The construction of the Los Angeles Aqueduct between 1908 and 1913, as well as the subsequent arrival of the Southern Pacific Railroad, encouraged the creation of several farming communities within the Indian Wells Valley.

In the early 1910s, Robert and James Crum settled in the area, running a dairy. By late 1912, the small community that developed around the dairy was known as Crumville. Agricultural interests in the valley failed to achieve great success, and until the 1940s the area was predominantly occupied by a few farming families and mining interests. Early settlers included Grant Bowman, who in 1913 came to the area and developed his 160 acre Las Flores Ranch, Joe Fox and his wife who came to Ridgecrest in 1934, eventually donating property for various churches, schools and clubs, as well as the former USO building, and Bill Bentham and his family who arrived in Ridgecrest in 1939 and acted as the first postmaster in 1941. It was in 1941 that Ridgecrest received its official name by a community vote. The community originally wanted to be named "Sierra View," but it was overturned by the postal authorities because there were too many "Sierras" in California. The community voted on a new name. Ada Thompson suggested the name Ridgecrest, which won by a single vote over the name "Gilmore."

In 1943 the Naval Ordinance Testing Station (NOTS) was established at the Inyokern Airport, which was then called Harvey Field. Following the end of World War II, Harvey Field was deactivated and NOTS aviation operations were transferred to the new Armitage Field at China Lake. Thousands of construction workers, military men and their families settled in the area between the mid to late 1940s, causing a housing boom in the area. In 1943, Ridgecrest had grown to 15 homes and 96 residents. By the 1950s, the population of Ridgecrest exceeded 5000. This population boom led to the development of numerous businesses and facilities, including the Ridgecrest Community Hospital. In 1963 the City of Ridgecrest incorporated. Through the following decades, the City was highly impacted by the changes in NOTS, later China Lake Naval Weapons Center (NWC) and now the Naval Air Weapons Station (NAWS) China Lake. Today, the City still shares an integral symbiotic role with China Lake, providing housing, and community services for the installation.

2.2 Government

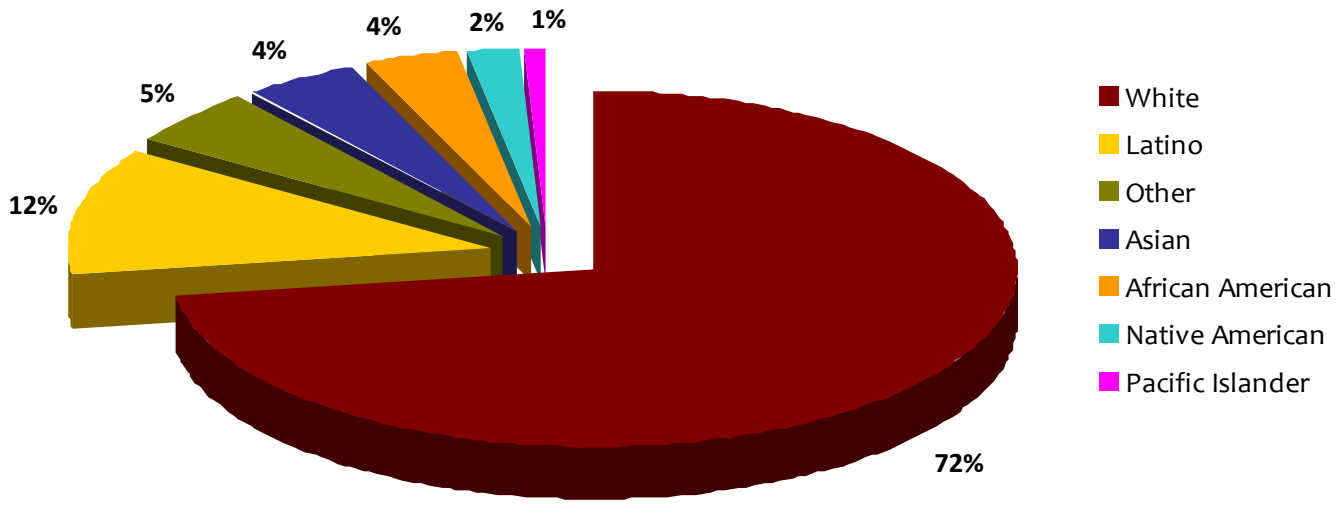
The City of Ridgecrest was incorporated in 1963 and operates under a Manager / Council form of government. The City Council representatives are elected through citywide elections for four year terms. The City Manager is the administrative head of the City government under the direction and oversight of the City Council. Duties of the Manager include: enforcing laws and regulations; providing direction to department heads and employees; preparing rules and regulations; conducting studies; keeping the Council advised on City financial conditions; and assisting in the preparation of the annual City budget to Council for approval. The Council may delegate other duties to the Manager as well.

The Community Development Department is responsible for current and long range planning, zoning administration, code enforcement and building permit activity. This department is also responsible for the administration and maintenance of the General Plan.

2.3 Demographics

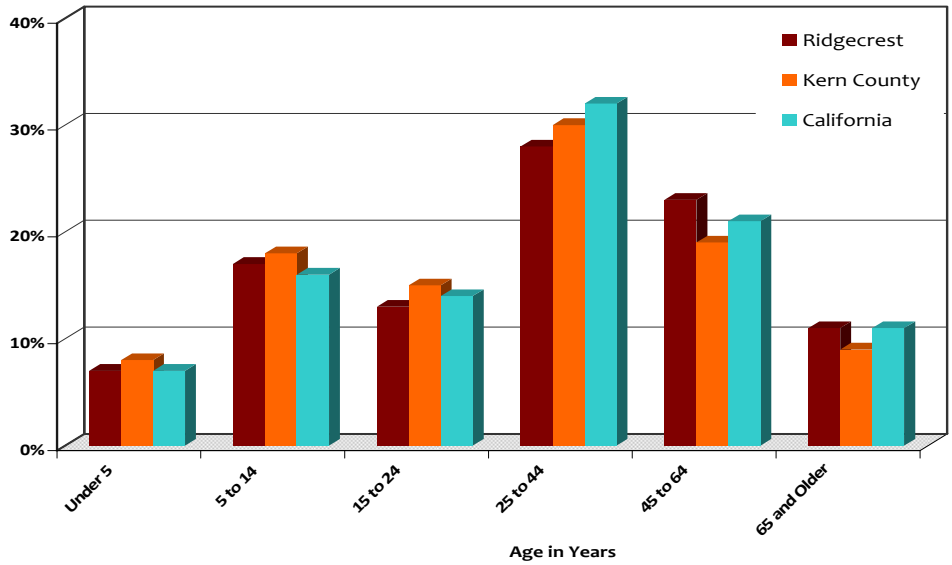
The City's racial demographic is nearly three-quarters White; 12 percent Latino; 5 percent other races; 4 percent Asian; 4 percent African American; 2 percent Native American; and less than 1 percent Pacific Islander (see Figure 2-1). Age distribution is marked with most of the population being 25 to 44 years of age, followed closely by those aged 45 to 64. The population percentage for all age distributions can be seen in Figure 2-2.

Figure 2-1. Racial Demographics



Source: U.S. Census, 2000

Figure 2-2. Age Distribution



Source: U.S. Census, 2000

2.4 Education

The Ridgecrest area is served by the Sierra Sands Unified School District which consists of 10 schools in the Planning Area: two high school, two middle schools, five elementary schools, and one continuation school. Although all schools are located within the City's Planning Area, several facilities are located outside the city limits on the NAWS China Lake installation.

According to the California Department of Education (2007), the City has a 93.5 percent high school graduation rate, compared to 86 percent for Kern County and 85 percent for the State of California. Additionally, over 37 percent of the population has four or more years of college education.

Cerro Coso Community College was established in 1973 as a separate college within the Kern Community College District. Cerro Coso has five instructional sites (Eastern Sierra Center Bishop, Eastern Sierra Center Mammoth, Indian Wells Valley, Kern River Valley, and South Kern), which together form the largest geographical service area (18,000 square miles) of any community college in California. Together these locations serve a population of approximately 85,000. The Cerro Coso Community College has an enrollment of about 24,000 students throughout its five locations.

2.5 Economic Base

The City of Ridgecrest is fast becoming the regional retail center for Eastern Kern County with the introduction of several new, big-box retailers and its position as the largest community in the eastern County. With an increase in retail sales of 12.2% in 2005, Ridgecrest is well-positioned to continue its retail expansion. In addition to the added retail, economic indicators have greatly improved in the last couple of years.

Ridgecrest's workforce currently has an approximate two to one ratio of white collar (managerial/professional) jobs to blue collar (industrial/service) jobs, respectively (GAVEA Economic Roundtable, 2007). With the possible future expansion of employment at NAWS China Lake, growth in research and development professional occupations as well as support/ service jobs are possible.

China Lake

Annual payroll for military and civilians at China Lake, as well as the installation's expenditures in the area have significant impacts on the surrounding cities and region as a whole. The annual payroll in 2007 for personnel at China Lake was $432 million. Over 91 percent of the total payroll was to civilians. Annual contract expenditures totaled $531 million.

EMPLOYMENT

The Navy is the largest employer in the Indian Wells Valley, providing a significant economic thrust for the Valley and adding to the economic base of surrounding communities. China Lake provides direct employment for 767 military personnel and 3,388 civilians. Additionally, the installation provides employment for over 2,400 contract civilians, located both on the installation and off site. Direct employment at the installation is more than the combined total of the other nine employers that make up the top ten in the City (see Table 2-1). In addition to being the largest employer in the area, the spin off employment from visitors, contractors, and supply purchases is significant.

Table 2-1. Top Ten Employers of the City of Ridgecrest

Employer	Type of Business	Number of Employees
Naval Air Warfare Center Weapons Division, Naval Air Weapons Station China Lake, and Tenant Commands	Defense Research & Development	Civilian: 3,388 Contractor: 2,434 Military: 767
Seales Valley Minerals	Mining of Soda Ash Products	625
Sierra Sands Unified School District	Education	620
Government Contractors	Defense Contractors (off-site)	>450
Ridgecrest Regional Hospital	Acute-Care Hospital	340
AltaOne Federal Credit Union	Credit Union	233
Wal-Mart	Discount Department Store	185
Cerro Coso Community College	Education	175
Desert Area Resources and Training	Training and Social Service	142

Source: http://ci.ridgecrest.ca.us, 2008
China Lake data provided by installation, September 2007

ECONOMIC DEVELOPMENT

Ridgecrest's household median income of $44,971 is just below the State of California median of $47,493. Offering economic balance between income and cost of living, median home values within the City are also lower than State and Kern County values, as seen in Table 2-2. According to the City of Ridgecrest and Kern Economic Development Corporation, building permits soared from less than $5 million annually throughout the 1990's to over $33 million in 2006, showing a significant investment in real estate development for the City of Ridgecrest in recent years.

Table 2-2. Median Home Values

	Median Home Value		Value Change	Percent Change
	2000	2005		
California	$211,500	$477,700	$266,200	126%
Kern County	$93,300	$224,079	$130,779	140%
City of Ridgecrest	**$72,400**	**$163,500**	**$91,100**	**126%**

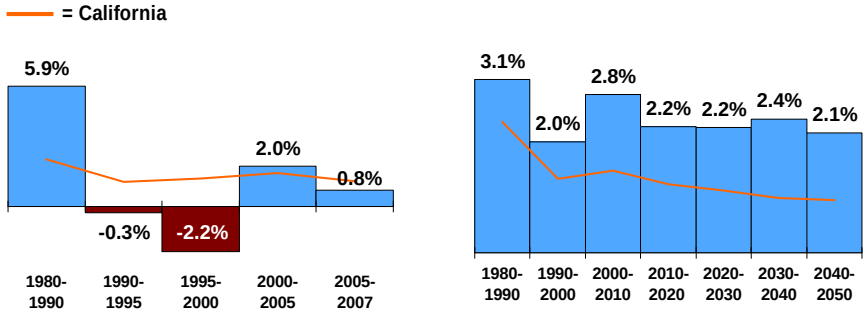
Source: www.census.gov, 2008

2.6 Growth Trends

Based on 2007 data, the City of Ridgecrest has experienced a population decrease of just over one percent since the 1990 Census. Between 1990 and 2000, the city experienced a population decrease of over 10 percent; however, the subsequent five years showed an increase of nearly 6 percent (1,401 people). Population in the community is strongly linked to changes in employment at NAWS China Lake.

As shown on Figure 2-3 and in Tables 2-3 and 2-4, Ridgecrest has been growing at a rate slower than Kern County as a whole, though 2006 showed increasing growth potential. In 2006, the City approved lots for 1,766 dwelling units. By comparison, only 540 units were approved between 2002 and 2005. From 2001 to 2006, the City grew at one percent annually and the County grew at three percent annually. Using a range of potential growth rates, the City's 2030 population could be: 33,667 (at a one percent annual growth increase); 42,648 (at a two percent annual growth increase); or 53,900 (at a 3 percent annual growth increase).

Figure 2-3. Population Growth Comparisons – City, County, and State



Ridgecrest Population Growth *Kern County Population Growth*

Source: California Department of Finance, 2007

Table 2-3. Population Profile

	City of Ridgecrest	Kern County
2001 Population	25,232	673,634
2002 Population	25,598	690,570
2003 Population	25,858	710,005
2004 Population	26,154	733,376
2005 Population	26,666	757,882
2006 Population	26,515	779,869
Population Increase	**6.4%**	**17.9%**

Source: California Department of Finance, 2007

Table 2-4. Housing Profile

	City of Ridgecrest	Kern County
2001 Housing	11,310	234,059
2002 Housing	11,313	237,650
2003 Housing	11,342	242,231
2004 Housing	11,382	247,918
2005 Housing	11,419	254,417
2006 Housing	11,529	262,934
Housing Increase	**1.9%**	**13.5%**

Source: California Department of Finance, 2007

2.7 Regional Transportation

The City of Ridgecrest is serviced by two major highways - Highways 14 and 395 as well as the Highway 178 Scenic Corridor. Regional transit service is provided by the Inyo-Mono County bus service, which connects Ridgecrest with California City and Mojave.

There are several airports in the region surrounding Ridgecrest. The closest airport with commercial service is Inyokern Airport, located about 10 miles west of the City. Other airports in the region include Trona Airport (20 miles),

California City Municipal Airport (41 miles), Mojave Air and Space Port (60 miles), Ontario International Airport (124 miles), and Burbank Airport (143 miles).

2.8 Culture and Local Attractions

Ridgecrest is abundant with cultural and recreation activities. Within and around the City, there are five museums, seven cultural venues, ten local recreation parks, and several nearby national parks and attractions.

Museums

- Desert Tortoise Natural Area
- Historic Rand Mining District
- Maturango Museum
- Naval Museum of Armament and Technology

Manurango Museum
Source: www.maturango.org

Cultural Venues and Events

- Cerro Coso Community College
- Community Light Opera and Theatre Association
- Desert Community Orchestra Association
- Desert Empire Fair
- Four Winds Inter-Tribal Pow Wow
- Indian Wells Valley Concert Association
- Maturango Museum
- Rand Mining District
- Ridgecrest Cinemas
- USO Historical Society

Cerro Coso Community College main building in winter
Source: www.aiage.org, 2008

Local Parks

- Freedom Park
- Helmers Park
- James M. Pearson Memorial Park
- Kerr McGee Community Center
- Kerr McGee Youth Sports Complex

Freedom Park, Ridgecrest
Source: City of Ridgecrest, 2008

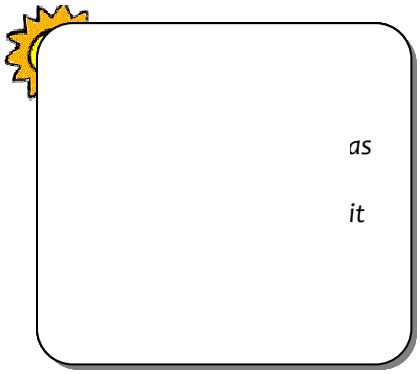
- Leroy Jackson Park Sports Complex
- Moyer Park
- Ridgecrest Senior Center
- Ridgecrest Skate Park
- Sgt. John Pinney Memorial Pool
- Upjohn Park

National Parks and Attractions in the Region

Death Valley National Park
Source: www.britannica.com, 2008

- Death Valley National Park
- Dove Springs OHV Area
- Fossil Falls
- Inyo National Forest
- Jawbone Off Highway Vehicle (OHV) Area and Visitor Center
- Kennedy Meadows
- Owens Peak Wilderness
- Petroglyphs
- Rademacher Hills Trail System
- Red Rock Canyon State Park
- Robbers Roost
- Sequoia National Forest
- Short Canyon
- Spangler OHV Area
- Trona Pinnacles National Natural Landmark

2.9 Climate



The climate in Ridgecrest is generally hot during the day and cool at night. The City's location in the high desert allows cooler temperatures to prevail after the sun goes down. Extreme conditions arise during summer months with maximum temperatures averaging over 100 degrees Fahrenheit (°F) with very little rain. Monthly precipitation stays below 1 inch. The highest temperature recorded in Ridgecrest was 119°F in 1972. The lowest temperature was 1°F recorded in 1963. Table 2-5 shows monthly average temperatures.

Table 2-5. Monthly Climate Summary from 1971 to 2000

Average	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Max Temperature (°F)	60	66	71	79	87	97	103	101	94	83	69	60	81
Min Temperature (°F)	31	35	39	45	53	60	66	65	58	48	37	30	47
Total Precipitation (in)	0.89	1.11	0.81	0.19	0.10	0.02	0.12	0.34	0.25	0.07	0.28	0.55	0.39

Source: weather.com, 2008

2.1 Ridgecrest's History 1
2.2 Government 2
2.3 Demographics 3
2.4 Education 4
2.5 Economic Base 4
2.6 Growth Trends 6
2.7 Regional Transportation 7
2.8 Culture and Local Attractions 8
2.9 Climate 10

Table 2-1. Top Ten Employers of the City of Ridgecrest 5
Table 2-2. Median Home Values 6
Table 2-3. Population Profile 6
Table 2-4. Housing Profile 7
Table 2-5. Monthly Climate Summary from 1971 to 2000 10

Figure 2-1. Racial Demographics 3
Figure 2-2. Age Distribution 3
Figure 2-3. Population Growth Comparisons – City, County, and State 6

3 Land Use Element

3.1 Introduction

The Land Use Element, one of seven mandatory elements of the General Plan, has been required since 1955. It serves as the central element for the general plan and, in essence, brings together most of the concerns addressed in the other elements. It is the principal tool for guiding community growth and development and does so by designating the proposed general distribution, location and intensity of the use of land for both urban and non-urban activities. Although the Land Use Element is most closely related to the physical development of the city, it also addresses social, economic and environmental issues through its policies.

The City of Ridgecrest Land Use Element also includes policies and goals concerning public services and facilities. The policies and development direction are for public buildings, grounds and facilities essential to meet community needs, as well as solid waste collection, sanitary sewer, water, schools and medical service. Other public services and facilities including parks, storm drains, public transit, fire service and police service are treated in the Circulation and Transportation, Safety, and Open Space Elements. Since several of the services and facilities covered by this element are not operated by the City, an important part of implementing the element will be strong coordination between the City and individual purveyors.

KEY TERMS

Airport Influence Area (AIA). The Airport Influence Area is an area around an airport that requires additional land use regulation to accommodate aircraft operations. The zone is identified in the Airport Land Use Compatibility Plan (ALUCP) and is subject to special use and development regulations including but not limited use, building height, low density residential uses, and other limiting factors. The runway will include helicopter take-off and landing zones if not on the primary runway.

Air Installation Compatible Use Zone (AICUZ) Study. The AICUZ is a Department of Defense (DOD) planning program that was developed in response to incompatible urban development and land use conflicts around military airfields. The AICUZ study seeks to develop a cooperative relationship between communities and military installations and provides land use compatibility guidelines designed to protect public health and safety as well as maintain military readiness. As designed, the AICUZ study evaluates three components: noise, vertical obstructions, and accident potential zones. An AICUZ study is maintained for operations at Naval Air Weapons Station (NAWS) China Lake.

Density. This term is applied to residential development in the Planning Area and is defined as the number of units per gross acre (dwelling units per acre or DU/A) on a given site.

Floor Area Ratio (FAR). A floor area ratio is often used to describe the intensity of commercial, office, and industrial land usage. The FAR is a ratio created by dividing the total square footage of the building by the net square footage of the lot.

Geographic Information Systems (GIS). A system of hardware and software used for storage, retrieval, mapping, and analysis of geographic data. Spatial features are stored in a coordinate system (latitude/longitude, state plane, UTM, etc.), which references a particular place on the earth. Descriptive attributes in tabular form are associated with spatial features. Spatial data and associated attributes in the same coordinate system can then be layered together for mapping and analysis.

Gross Acreage. This term refers to the total area of a site.

Holding Capacity. The amount of growth that an area can support and sustain through available resources and services without causing undo strain on the community.

Infrastructure Master Plan. An infrastructure master plan determines which services, infrastructure and accesses require upgrading in an area or jurisdiction and establishes an equitable cost sharing formula to facilitate the plan.

Intensity. This term is applied to non-residential development in the Planning Area, including commercial and industrial uses. Intensity is defined using a floor area ratio.

LAFCO Sphere of Influence (SOI). A sphere of influence is the probable future service boundary of a city or special district that represents the area within which the city or district is expected to grow. The boundary discourages competition among agencies for developable land; it promotes orderly land use and service planning, and provides direction to landowners when and if they need a broader range or higher level of services.

Lot Coverage. This term refers to the amount of a lot that is allowed to be covered by the footprint of structures on that lot.

Mixed-use. Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Municipal Service Review. A Municipal Service Review is undertaken in accordance with the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 and as a response to the requirement that LAFCO complete a Municipal Service Review and make written determinations prior to updating the sphere of influence plan for an agency who provides a particular service and who is subject to LAFCO's jurisdiction.

Net Acreage. Net acreage is calculated by taking the gross acreage of a site and subtracting portions of the site dedicated to public improvements, such as streets.

Planning Area. As stated in the General Plan Guidelines, a general plan must "cover the territory within the boundaries of the adopting city or county as well as 'any land outside its boundaries which in the planning agency's judgment bears relation to its planning' (§65300)." For purposes of developing this General Plan, the City established a Planning Area early in the update process as part of the public involvement process.

The Planning Area established for the Ridgecrest General Plan is shown on Figure 1-1. A unique aspect of the Planning Area is that it incorporates lands managed by the Bureau of Land Management (BLM) and lands held by the Department of Defense as part of China Lake. The Planning Area covers a land area of approximately 40 square miles.

Redevelopment Project Area. A geographical boundary within which Community Redevelopment Law is utilized to attain revitalization of blighted structures, neighborhoods and communities.

Right-of-Way. A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roads, railroads, and utility lines.

Setback. The required minimum horizontal distance between a structure and the front, side, and/or rear property line or another structure.

Special Districts. Limited purpose districts such as flood control, fire, irrigation, etc.

Urban Service Areas. An urban service area is the area around a jurisdiction or community that can adequately provide infrastructure expansion and public services at above a rural level. Such infrastructure and services include but are not limited to: streets, gutters, water, sewer, electricity and communications. Land outside this area would be considered open space or rural.

Conditional Use Permit. A Conditional Use Permit (CUP) is used for specific land uses that due to their type of activities may create unique impacts that need to be addressed for each site. A CUP may require a public hearing, and if approval is granted, is usually subject to the fulfillment of certain conditions by the developer/operator.

Zoning. Zoning is the principal tool for implementing the general plan; it translates general plan land use recommendations and standards directly into enforceable regulations. In its most elementary form, zoning is the division of a community into districts and the specification of allowable uses and development standards for each of the districts. Typically, the zoning ordinance consists of text and a map delineating districts for such basic land uses as residential, commercial, and industrial and establishing special regulations for parking, floodplains, and other specific concerns. For each of the basic land uses, the zoning ordinance text typically includes an explanation of the purpose of the zoning district; a list of principal permitted uses; a list of uses allowed by conditional use permit; and standards for minimum lot size, density, height, lot coverage, and setback.

State law requires that zoning ordinances be consistent with the general plan. A zoning ordinance is consistent with an adopted general plan only if the various land uses authorized by the zoning ordinance "are compatible with the objectives, policies, and general land uses and programs specified in such a plan" (Government Code Section 65860[a]). State law also provides that in the event that a zoning ordinance becomes inconsistent with a general plan by reason of amendment to such a plan, the zoning ordinance must be amended within a reasonable time so that it is consistent with the general plan as amended (Government Code Section 65860 [a]).

3.2 Existing Conditions

Existing Land Use

The City of Ridgecrest's existing land use summary was created based on data provided by the Kern Council of Governments (KernCOG) as taken from the

Kern County Assessor's Office tax use codes, which indicate existing land uses. This data was then reviewed and refined by City staff for presentation here.

From the tax use codes, land use was grouped into the following broad categories: residential, commercial, industrial, open space and other. Each of these categories was further subdivided to better describe the land uses inside the City limits as well as the overall Planning Area.

As stated earlier, a unique aspect of the Planning Area is that it incorporates lands managed by the Bureau of Land Management (BLM) and lands held by the Department of Defense (DOD) as part of China Lake. The main community support area on China Lake (referred to as the "cantonment" area) is located within the Ridgecrest city limits. Although a portion of the installation is within the city limits, as federal lands, the City has no land use authority over this portion of the City. Of the 40 square mile Planning Area, almost 22 square miles is land managed by the BLM or DOD (China Lake).

Table 3-1 provides a breakdown of existing land use (2007) by land use type. The table provides this breakdown in two formats: with and without federal lands.

In the following paragraphs, the percentages quoted are based on the percentages derived when excluding federally managed lands.

Residential. As the predominant urban land use, residential uses comprise slightly over 39 percent of the acreage within the Planning Area (non-federal lands). Over 85 percent of the residential acreage falls into the Single Family Residential category. Based on an analysis of undeveloped land, there is a substantial amount of undeveloped property land use categories that would expand this type of housing. While there is a large land area for residential, the placement of new development must be carefully assessed to ensure it is compatible with surrounding uses, infrastructure capabilities, and environmental constraints, such as noise associated with operations at NAWS China Lake.

Commercial. While Ridgecrest serves as the main urban and commercial center for the Indian Wells Valley, commercial land uses comprise just under two percent of the land within the Planning Area. This land is dispersed throughout the City and ranges from small, single parcel retail sites to large retail and office developments. Most commercial uses are concentrated along China Lake and Ridgecrest Boulevards, with some limited commercial uses located along Jacks Ranch Road. In recent years, new large-scale commercial development has occurred at both ends of China Lake Boulevard.

Table 3-1. Existing Land Use within the Planning Area (2007)

Land Use Category	Including Federal Lands				Excluding Federal Lands			
	Acres	Percent in City Limits	Acres	Percent in Planning Area (1)	Acres	Percent in City Limits	Acres	Percent in Planning Area (1)
Residential	**2,052.7**	**16.0%**	**4,561.9**	**17.9%**	**2,052.7**	**37.0%**	**4,561.9**	**39.1%**
Single Family Residential	1,564.5	12.2%	3,963.0	15.6%	1,564.50	28.2%	3,963.0	34.0%
Multiple Family Residential	381.9	3.0%	449.6	1.8%	381.9	6.9%	449.6	3.9%
Manufactured Home Park	106.3	0.8%	149.3	0.6%	106.3	1.9%	149.3	1.3%
Commercial	**367.5**	**2.9%**	**410.3**	**1.6%**	**367.5**	**6.6%**	**410.3**	**3.5%**
Commercial	318.4	2.5%	361.2	1.4%	318.4	5.7%	361.2	3.1%
Office	49.1	0.4%	49.1	0.2%	49.1	0.9%	49.1	0.4%
Industrial	**62.3**	**0.5%**	**121.7**	**0.5%**	**62.3**	**1.1%**	**121.7**	**1.0%**
Industrial	62.3	0.5%	121.7	0.5%	62.3	1.1%	121.7	1.0%
Open Space	**2,624.1**	**20.4%**	**6,122.2**	**24.0%**	**2,624.1**	**47.3%**	**6,122.2**	**52.5%**
Vacant Land	2,437.5	19.0%	5,935.2	23.3%	2,437.5	43.9%	5,935.2	50.9%
Recreational	186.6	1.5%	187	0.7%	186.6	3.4%	187	1.6%
Other	**7,729.4**	**60.2%**	**14,264.1**	**56.0%**	**442.4**	**8.0%**	**453.1**	**3.9%**
Institutional	243	1.9%	246.7	1.0%	243	4.4%	246.7	2.1%
Utilities and Infrastructure	18.9	0.1%	25.9	0.1%	18.9	0.3%	25.9	0.2%
Navy	5,940.7	46.3%	9,740.7	38.2%		0.0%		0.0%
Other Federal	1,346.3	10.5%	4,070.3	16.0%		0.0%		0.0%
City and County	180.5	1.4%	180.5	0.7%	180.5	3.3%	180.5	1.5%
TOTAL	**12,836.00**	**100%**	**25,480.20**	**100%**	**5,549.00**	**100%**	**11,669.20**	**100%**

Notes: 1. Includes acres within city limits
Source: KernCOG and Matrix Design Group, 2007

Industrial. Existing industrial lands constitute one percent of the total Planning Area. Within the industrial category, specific land uses include: heavy industrial, light industrial and business and research land uses. Industrial uses are primarily located on the edges of the City at the intersections of Jacks Ranch Road and Saratoga Road, San Bernardino Road and Bowman Road, and Inyokern Road and Brady Street.

Open Space. There are approximately 187 acres of recreational land uses within the Planning Area; about 104 acres are in active recreational facilities, such as parks. The abundance of open space is visually more apparent than actually exists. Undeveloped land, comprising almost one quarter of the Planning Area, creates the perception of openness within the City.

Other. With the exclusion of federal lands, the "Other" land uses in the Planning Area account for only about four percent of the Planning Area. The remaining lands in this category include institutional (such as schools) and utilities/infrastructure.

Existing General Plan

The City of Ridgecrest is characterized by low rise buildings (one or two stories), lower density residential, and commercial uses surrounded by vast open space. Most of the City's higher intensity development (commercial, office, civic, and institutional uses) lies adjacent to primary thoroughfares such as Ridgecrest Boulevard, Highway 178, Bowman Road, and China Lake Boulevard. Location along these facilities concentrates nonresidential land uses into a largely linear urban form with focal points of intensive uses at the intersections of arterial streets. Less intensive land uses, including rural residential and natural open, are located on the urban fringe of the City.

The City currently classifies land into nine designations that fall into one of five broad categories: residential, commercial, industrial, open space and other. The percentages shown in Table 3-2 are for the entire Planning Area, and include federally managed lands (BLM and NAWS China Lake).

Table 3-2. General Plan Land Use Designations in Planning Area

Land Use Category	Acres	Percent of Planning Area
Residential	**11,609.3**	**45.4%**
Rural Density Residential	5,200.3	20.3%
Estate Residential	2,569.9	10.0%
Low Density Residential	2,843.8	11.1%
Medium Density Residential	995.3	3.9%
Commercial	**1,308.5**	**5.1%**
Commercial	1,308.5	5.1%
Industrial	**1,250.2**	**4.9%**
Industrial	1,250.2	4.9%

Open Space	**8,932.9**	**34.9%**
Open Space	8,932.9	34.9
Other	**2,483.7**	**9.7%**
Civic/Institutional	743.7	2.9%
Parks/Schools	1,740.0	6.8%
TOTAL	**25,584.6**	**100%**

Note: Total acreage in this table is slightly higher than the totals in Table 3-1 due to the different databases used.

3.3 Land Use Diagram and Standards

OVERVIEW

The General Plan Land Use Diagram (included at the back of this element) and Circulation Diagrams (Figures 6-1 and 6-3) graphically depict the major land use and circulation relationships of the General Plan. The policies contained in the General Plan, to the extent they can be graphically depicted (i.e., location of schools and parks, relationship of high-density residential areas and commercial areas to circulation corridors), are illustrated on the General Plan Land Use and Circulation Diagrams. The Land Use Diagram includes ten land use designations that cover residential, commercial, office, industrial, public uses, and open space.

The land use designations with the largest amount of acreage on the diagram are Rural and Estate Residential. These designations are primarily located along the outer edges of the Planning Area. These designations serve to mitigate impacts from aviation operations at China Lake and to transition to the rural areas within unincorporated Kern County.

Uses that serve residential development, such as schools and parks, are shown on the Land Use Diagram. Locations for future facilities are only shown to represent the general area for the facility. Final locations will be determined during site selection by the school district or City, respectively.

This section sets out the land use description depicted as the land use diagram. Each description includes list of allowable uses, maximum net/gross dwelling units/acre (DUA) for residential uses and floor area ratio (FAR) for non-residential uses.

State planning law requires general plans to establish "standards of population density and building intensity" for the various land use designations in the plan (Government Code Section 65302(a). To satisfy this requirement, the General Plan includes such standards for each land use designation appearing on the Land Use Diagram. These standards are stated differently for residential and non-residential development. Table 3-3 provides as summary of the land use designations and standards contained in City of Ridgecrest General Plan. The City's zoning ordinance and zoning

categories provide more detailed development standards and assist in the implementation of the General Plan.

There are 14 land use designations and two special study overlays. The General Plan Land Use Diagram provides the distribution, location and extent of the land use designations and special study overlays in the City.

Table 3-3. Land Use Designation Summary

Land Use Designations	Land Use Label	Minimum Lot Size	Dwelling Units Per Gross Acre	Maximum Floor Area Ratio (FAR)
Residential				
Residential Large Lot	RX	2.5 acres	0.0 - 0.4	--
Residential Rural Density	RR	40,000 Sq.Ft.	0.0 - 1.0	--
Residential Estate Density	RE	20,000 Sq.Ft.	1.1 - 2.0	--
Residential Low Density	RL	6,000 Sq.Ft.	2.1 - 5.0	--
Residential Medium Density	RM	3,000 Sq.Ft.	5.1 - 14.0	--
Residential High Density	RH	1,500 Sq.Ft.	14.1 - 29.0	--
Commercial / Industrial				
Commercial	C	20,000 Sq.Ft.	14.1 - 29.0	0.30 (no residential) 2.00 (w/residential)
Commercial Downtown	CD	N/A	14.1 - 29.0	2.0
Commercial Village	CV	10,000 Sq.Ft.	14.1 - 29.0	0.3 (no residential) 2.0 (w/residential)
Industrial	I	20,000 Sq.Ft.	--	0.4
Other				
Institutional	IS	N/A	--	0.6
Military	MIL	N/A	N/A	N/A
Parks	P	N/A	--	0.2
Open Space	OS	10 Acres	1 Unit/Lot	0.2

The following summary explains how the land use designation standards operate.

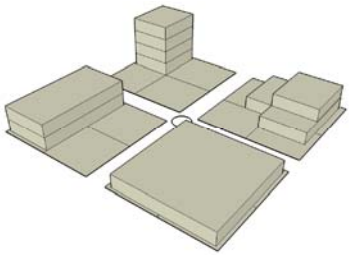
Residential Development

Standards of development density for residential uses are stated as the allowable range of dwelling units per gross acre. The term "gross acre" includes all land (including streets and rights-of-way) designated for a particular residential use, while net acreage excludes streets and rights-of-way. In urban areas, net acreage is normally 20 to 25 percent less for a given area than gross acreage. In rural areas and open space areas, the difference between net and gross can be as low as five percent. Net acreage is the standard typically used in zoning, while gross acreage is more commonly used in general plan designations.

Standards of population density for residential uses can be derived by multiplying the maximum allowable number of dwelling units per gross acre by the average number of persons per dwelling unit assumed for the applicable residential designation. In 2007, the average household size was close to 3.1 persons per household.

Non Residential Development

Standards of building intensity for non-residential uses such as commercial and industrial development are stated as maximum floor-area ratios (FARs). A FAR is the ratio of the gross building square footage on a lot to the net square footage of the lot (or parcel).



FAR 1.0 example

For example, on a lot with 10,000 net square feet of land area, an FAR of 1.00 will allow 10,000 square feet of gross building floor area to be built, regardless of the number of stories in the building (e.g., 5,000 square feet per floor on two floors or 10,000 square feet on one floor). On the same 10,000-square-foot lot, an FAR of 0.5 would allow 5,000 square feet of floor area, and an FAR of 0.25 would allow 2,500 square feet. The diagram to the left shows graphically how various building configurations representing a FAR of 1.0 could cover a lot (each quadrant of the diagram has an FAR of 1.0).

3.4 Goals and Policies

General

Goal LU-1	To ensure that Ridgecrest's future growth will proceed in an orderly manner, provide for an appropriate mix of land use opportunities, encourage and provide incentives for infill development, prevent urban sprawl, and promote the efficient and equitable provision of public services. [New Goal]

LU-1.1 Land Use Diagram

The City shall utilize and maintain the Land Use Diagram to designate the location and extent of each land use designation and special study overaly within the Planning Area. The Land Use Diagram is included at the back of this General Plan. [New Policy]

> *It is typical for the Land Use Diagram to be updated over time. Please check with the Community Development Department to ensure you have the current version.*

LU-1.2 Land Use Designations / Special Use Overlay

The City will utilize the land use designations and special use overlay presented on the following pages for regulating future growth within the Planning Area. [New Policy]

RESIDENTIAL DESIGNATIONS

RESIDENTIAL LARGE LOT (RX)

This designation establishes areas for single-family residential development on large lots that involve the ownership of acreage. Uses typically include single family dwellings and mini-farms or ranchettes that may include agricultural activity. Lots within this designation are typically large enough to support independent wastewater disposal (septic) systems. This designation is compatible with current AICUZ land use compatibility guidance for areas outside of the Clear Zone and Accident Potential Zones (defined in Section 4).

Density Range:	0-0.4 DU/A
Minimum Lot Size:	2.5 acres

RESIDENTIAL RURAL DENSITY (RR)

This designation establishes areas for single-family residential development on large lots. Uses typically include single family dwellings and mini-farms or ranchettes where agricultural activity is secondary to the residential land use.

Lots within this designation are typically large enough to support independent wastewater disposal (septic) systems.

Density Range: 0-1.0 DU/A
Minimum Lot Size: 40,000 Sq.Ft.

Residential Estate Density (RE)

This designation establishes areas for large lot single family estate dwellings. Uses typically allowed include detached single family homes, secondary dwellings, and support uses (i.e., workshop, pool house).

Density Range: 1.1-2.0 DU/A
Minimum Lot Size: 20,000 Sq.Ft.

Residential Low-Density (RL)

This designation establishes areas for single family residences in a suburban configuration. Uses typically allowed include detached single family homes, secondary dwellings, and residential support uses such as churches, schools, and other necessary public utilities and safety facilities.

Density Range: 2.1-5.0 DU/A
Minimum Lot Size: 6,000 Sq.Ft.

Residential Medium-Density (RM)

This land designation establishes areas for single family and low density multifamily dwellings located near neighborhood serving uses such as grocery stores, schools, parks and other public services. Uses typically allowed include single family dwellings, second units, town homes, duplexes, triplexes and mobile home parks.

Density Range: 5.1-14.0 DU/A
Minimum Lot Size: 3,000 Sq.Ft.

Residential High Density (RH)

This designation established areas for multi-family dwellings in urbanized areas with access to public transportation and residential serving uses (i.e., coffee shops and drug stores). Uses typically allowed include duplexes, tri-plexes, townhomes and apartments near schools, parks and other public services.

Maximum Density: 14.1-29.0 DU/A
Minimum Lot Size: 1,500 Sq.Ft.

COMMERCIAL / INDUSTRIAL DESIGNATIONS

COMMERCIAL (C)

This designation establishes the more intensive commercial retail and shopping service uses adjacent to residential neighborhoods. A broad mix of uses, including offices and high density residential are also encouraged within or adjacent to these areas in order to provide "active" centers in which many uses may be accessed on foot from residential areas or lodging areas. Uses typically allowed include regional malls and outlet centers, supermarkets, drug stores, other residential serving uses as well as office uses.

High density residential uses are permitted within the Commercial designation provided these residential activities are located on the second floor or above along building frontages. Residential may be included on the first floor if the total residential square footage does not exceed 50% of the total square footage. Therefore, all Commercial designations provide for a vibrant mixed use of compatible land uses further regulated by the provisions of the zoning code. Larger centers may include community commercial centers, shopping centers, shopping plazas, and shopping centers that include a junior department store, or a large variety, discount or department store with direct and convenient arterial access and access for pedestrians, bicyclists, and public transit.

Maximum Intensity:	0.30 FAR (no residential) 2.00 FAR (if residential included)
Minimum Development Size:	20,000 Sq.Ft.

COMMERCIAL DOWNTOWN (CD)

This designation provides for a vibrant mix of compatible land uses in the Olde Towne area that can include residential, administrative and professional offices, retail and commercial service uses, and public and quasi-public facilities. Development standards would be determined through a Design Review.

Maximum Density:	0.0-29.0 DU/A
Maximum Intensity:	3.0 FAR
Minimum Lot Size:	None

COMMERCIAL VILLAGE (CV)

This designation establishes the small areas where residents can shop, socialize or recreate. Allowed land uses would include commercial uses that would be appropriate along major thoroughfares and adjacent to medium and high density residential areas. Different Commercial Village land uses can be located in the same building, (including residential or office uses located above a commercial use) or on the same site, and include retail, child care, convenience markets, office and personal services. All Commercial Village uses shall be subject to the provisions of the zoning ordinance which shall

ensure compatibility with the activities proposed and surrounding neighborhood.

Maximum Intensity:	0.30 FAR (no residential) 2.00 FAR (if residential included)
Minimum Development Size:	10,000 Sq.Ft.

INDUSTRIAL (I)

This designation establishes areas for a range of non-intensive business park, industrial park, and warehouse uses that do not have detrimental noise or odor impacts on surrounding uses. Uses typically allowed include warehousing, welding and fabrication shops, manufacturing, processing, fabrication, trucking terminals, and business support uses such as retail or eating establishments that serve adjacent light industrial uses and employees.

Maximum Density:	0.40
Minimum Lot Size:	20,000 Sq.Ft.

OTHER DESIGNATIONS

INSTITUTIONAL (IS)

This designation establishes areas for public and institutional uses that serve the local community. Uses typically allowed include government facilities, schools, libraries, churches, municipal corporation yards, sewer and water facilities, police and fire stations, and hospitals located throughout the community to serve neighborhoods and businesses and promote public safety.

Maximum Intensity:	0.6 FAR
Minimum Lot Size:	None

MILITARY (MIL)

The Military designation is applied to land owned or leased by a military entity and is intended for uses related to NAWS China Lake. As military property, the City does not have land use authority, therefore, no use intensity standards are provided.

Maximum Intensity:	N/A
Minimum Lot Size:	N/A

PARKS (P)

This designation establishes areas for outdoor recreation facilities that serve local and regional users. Uses typically allowed in this designation include pocket, neighborhood, community, regional, natural parks, and other outdoor recreation facilities, such as, golf courses, trails, and open space/habitat

preserves. Recreation facilities should be connected with accessibility to pedestrians and bicyclists.

Maximum Intensity: 0.20 FAR
Minimum Lot Size: None

Open Space (OS)

The purpose of this designation is to conserve lands that should remain as open space for passive and active recreation uses, resource management, flood control management and public safety. Uses that would typically be appropriate in this land use designation include but are not limited to public parks, playgrounds, and parkways; vista areas, wetlands, wildlife habitats and outdoor nature laboratories; stormwater management facilities; and buffer zones separating urban development and ecologically-sensitive resources. Such land areas are primarily publicly owned, but may include private property. The FAR for non-residential uses shall not exceed 0.10.

Maximum Intensity: 0.10 FAR
Minimum Lot Size: None

Special Use Overlays

Special use overlays are established in combination with the underlying land use designation in order to achieve specific land use objectives for a given area.

Specific Plan (SP)

The SP overlay designation is established where infrastructure needs, land use patterns, or other substantial land use related issues indicate a need to require the preparation and adoption of a Specific Plan, as defined by California Government Code sections 65450 et seq. Although the SP overlay does not itself modify the General Plan land use designation on a property within the overlay area, the adoption of a specific plan can modify the underlying zoning district(s) and their requirements.

Military Influence Area (MIA) Overlay

The MIA overlay defines specific areas requiring additional controls on the types of land use designations and densities / intensities appropriate in areas near NAWS China Lake and its approach and departure zones. These additional considerations are necessary to protect public safety and maintain the operational capabilities of NAWS China Lake. Refer to Policy LU-7.1 and the goals, policies, and implementation measures in Section 4, Military Sustainability Element.

LU-1.3 Compact Development

R-2508 JLUS

The City shall promote development patterns that are compact and use space in an efficient but aesthetic manner to promote more walking, biking and use of public transit. [New Policy, JLUS Strategy #41]

LU-1.4 Encourage Infill Development

R-2508 JLUS

The City shall encourage infill development of vacant parcels and the intensifying of land uses on parcels that are underutilized in order to better utilize the existing public services and facilities. [Source: Modified Policy 1.1.1 and Policy 1.4.2, Land Use Element, JLUS Strategy #41]

LU-1.5 Determine the Optimum Population Size

The City shall, for planning purposes, define a buildout population of 50,000 persons for the time period covered by this General Plan. [New Policy]

LU-1.6 Partner for BLM Lands

R-2508 JLUS

The City of Ridgecrest will work with BLM to identify and evaluate BLM lands within the Planning Area that may be suitable for BLM land transfers. Properties of interest will be those that:

- Can reduce the impact on military operations by protecting land in incompatible areas for private development through a mutually agreeable land transfer
- Can provide opportunities for private development in areas adjacent to the developed portions of the community
- Allow BLM to aggregate lands into more cohesive federal management areas that allow for the provision of public use areas accessible to City residents. [New Policy, JLUS Strategy #31]

Residential Development

Goal LU-2	To promote a variety of housing types and densities throughout the City to address the housing needs of various age and socio-economic groups. [New Goal]

LU-2.1 Housing Choices

The City shall promote land use designs that provide a variety of places where residents can live, including apartments, condominiums, townhouses and single family attached and detached. [New Policy]

LU-2.2 Neighborhood Housing Mix

The City shall encourage mixed density residential neighborhoods that contain a variety of housing types and densities to help create an overall healthy, balanced community. [New Policy]

LU-2.3 Local Housing Needs

The City shall work to meet the increase of local housing needs for low and moderate income households. The City will work with developers and local housing advocacy groups to meet the City's regional share of low and moderate income housing. [Source: Modified Policy 1.1.5, Land Use Element]

LU-2.4 Neighborhood Protection

The City shall seek to prevent residential blight and promote healthy neighborhoods through public and private resources/programs (e.g., enforcement of all codes, neighborhood rehabilitation programs, and redevelopment agency actions). [New Policy]

LU-2.5 Future Residential Development

The City shall direct future residential development to areas adjacent or in close proximity to existing and future neighborhoods and neighborhood commercial areas to further Ridgecrest as a self-sufficient, full-service city. [New Policy]

LU-2.6 Medium and High Density Residential Locations

The City shall encourage the development of higher density housing near commercial services, employment centers, principal arterial routes, and public transportation. [New Policy]

LU-2.7 Varied Lot Sizes

The City shall encourage developments with varied lot sizes to deter from a "cookie cutter" neighborhood image. [New Policy]

LU-2.8 Incompatible Uses

The City shall protect existing residential neighborhoods from the encroachment of incompatible activities and land uses (i.e., traffic, noise) and environmental hazards (i.e., flood, soil instability). [New Policy]

LU-2.9 Planned Development

The City shall encourage the use of planned development provisions in residential developments to provide flexibility, to meet various socio-economic needs, and to address environmental and site design constraints. [New Policy]

LU-2.10 Golf Oriented Residential

The City shall promote the development of planned unit developments that incorporates a golf course and associated residential uses. Both age restricted and unrestricted developments are appropriate. [New Policy]

LU-2.11 Senior Housing Development

The City shall encourage new senior housing developments in areas where public transportation, commercial services, health and community facilities are easily accessible and in close proximity. [New Policy]

LU-2.12 Integrate Housing, Educational, and Recreational Uses

The City shall work with the Sierra Sands Unified School District to integrate housing, educational and recreational uses. [Source: Policy 1.3.5, Land Use Element]

Commercial Development

Goal LU-3	To promote commercial development that meets present and future needs of Ridgecrest residents, the regional community, and visitors and to enhance economic vitality and sustainability. [New Goal]

LU-3.1 Neighborhood Commercial

The City shall encourage the distribution of neighborhood commercial centers throughout the city to ensure convenient access to Ridgecrest residents and promote Ridgecrest as a sufficient, full service community. [New Policy]

LU-3.2 Retail Tax Base

The City shall strive to maintain and improve the City's retail and service commercial tax base. [New Policy]

LU-3.3 Meeting Consumer Demand

The City shall encourage commercial development which provides for needed commercial opportunities and services currently not available in Ridgecrest. [New Policy]

LU-3.4 Regional Retail Center

The City shall continue to promote the development of regional commercial opportunities. Locations along China Lake Boulevard and Bowman Road near Highway 395 would be appropriate locations. The City shall facilitate provision of the necessary municipal services to accommodate these opportunities. [New Policy]

LU-3.5 Future Commercial Development

The City shall reserve appropriate locations, such as major intersections, for anticipated commercial needs beyond the 2030 timeframe. [New Policy]

LU-3.6 Grouping Commercial Development

The City shall avoid continuous "strip commercial" in new development areas by encouraging the clustering of commercial land uses in appropriate locations. [New Policy]

LU-3.7 Buffer Commercial Land Uses

The City shall require buffers between commercial and residential land uses through techniques such as landscaping, soundwalls, berms, fencing, open space setbacks/greenbelts, and building orientation. [New Policy]

LU-3.8 Entertainment and Tourism

The City shall promote the development of a regional entertainment venue in the City to increase tourism and provide additional activities to residents. [New Policy]

LU-3.9 Regional Auto Mall

The City shall actively promote the development of a regional automall to provide additional shopping opportunities to residents and the region. [New Policy]

LU-3.10 Commercial Center Revitalization

The City shall encourage and promote the reuse and revitalization of existing underutilized commercial areas and shopping centers. [New Policy]

LU-3.11 Commercial Signage

The City shall require that signage in commercial development complement, rather than detract, from the visual quality of the commercial development and surrounding neighborhoods. [New Policy]

LU-3.12 Incorporation of Alternative Transportation

Commercial facilities should be designed to encourage and promote transit, pedestrian, and bicycle access. The City shall require, when feasible, that new commercial development be designed to encourage and facilitate pedestrian circulation within and between commercial sites and nearby residential areas. [New Policy]

LU-3.13 Minimize Visual Impact

The City shall require new commercial development to be designed to minimize the visual impact of parking areas on public roadways. [New Policy]

Olde Towne Redevelopment

Goal LU-4	To maintain and enhance the Olde Towne area as a viable business, service commercial, specialty retail, office, cultural, and civic center and source of community pride. [New Goal]

LU-4.1 Olde Towne as Asset

The City shall continue to recognize Olde Towne as an important asset and seek to strengthen and revitalize it by encouraging appropriate land uses and activities in the area. [New Policy]

LU-4.2 Pedestrian Dependent Uses

The City shall encourage the concentration of pedestrian dependent commercial uses (e.g., general merchandise, comparative shopping, specialty goods, restaurants) and high density residential units in the Olde Towne area that will generate both daytime and nighttime pedestrian traffic. [New Policy]

LU-4.3 Adaptive Reuse

The City shall encourage and promote the adaptive reuse of Ridgecrest's historic resources, in order to preserve the historic resources that are a part of the City's heritage. [New Policy]

LU-4.4 Historic Buildings and Areas

The City shall preserve buildings and areas with special and recognized historic, architectural, or aesthetic value especially in the Olde Towne area. New development should respect architecturally and historically significant buildings and areas. [New Policy]

LU-4.5 Contextual and Compatible Design

The City shall ensure that new development respects Ridgecrest's heritage by requiring that new development respond to its context and be compatible with the traditions and character of Ridgecrest, and shall promote orderly development which is compatible with its surrounding scale and which protects the privacy, and access to light and air of surrounding properties. [New Policy]

LU-4.6 Olde Towne Design Enhancement

The City will work with Olde Towne land and business owners to enhance the appearance of the area. [New Policy]

LU-4.7 Mutually-Supportive Olde Towne Uses

The City shall encourage the development of a mixture of complementary or mutually-supportive land uses in the Olde Towne area, including recreational and cultural facilities, restaurants, and higher density residential, and other development that provides increased daytime and nighttime activity in the area. [New Policy]

LU-4.8 Mixed Use Development – Olde Towne

The City shall encourage mixed use development near and in Olde Towne and adjacent to existing transit routes. [New Policy]

LU-4.9 Reuse of Buildings for Mixed Use Projects

The City shall promote the renovation and reuse of existing buildings in Olde Towne as mixed use areas. [New Policy]

LU-4.10 Professional/Administrative Services

The City shall encourage increased professional and administrative office development in the Olde Towne area to complement shopping and commercial service activities, intensify land uses, encourage adaptive re-use of existing structures and bring people into the area. [New Policy]

LU-4.11 Olde Towne Gateways

The City shall identify key entry points on the edges of the Olde Towne area and support programs and projects that enhance gateways and transitional zones between Olde Towne and the surrounding neighborhoods to make the area more inviting for residents and visitors. [New Policy]

LU-4.12 Improvements

The City shall work with Olde Towne merchants to plan for common improvements to Olde Towne to make it a visually distinct and pleasant place which projects a positive image of the City and attracts residents and visitors to the Olde Towne area. [New Policy]

Industrial Development

Goal LU-5	To attract industrial development that provides a stable, long-term, and diverse economic and employment base for Ridgecrest residents. [New Goal]

LU-5.1 Adequate Land Supply

The City shall maintain an adequate inventory of industrial land attractive to industry with respect to location, access, price, public services, work force, and environmental compatibility. [New Policy]

LU-5.2 Industrial Transportation Access

The City shall encourage new industrial uses with high truck and goods movement needs to locate along major transportation routes (e.g., near major highways, rail, and so forth) to maximize the efficient movement of goods. [New Policy]

LU-5.3 Transitional Uses

The City shall locate light industrial or office uses between heavy industrial uses and residential uses to act as a buffer. [New Policy]

LU-5.4 Buffer Incompatible Uses

The City shall require that industrial land uses be buffered from incompatible land uses and protected from encroachment by residential or other incompatible land uses through the use of techniques including, but not limited to, dense landscaping, soundwalls, berms, fencing, open space setbacks, greenbelts, and building orientation. [New Policy]

Mixed Use

Goal LU-6	To promote the development of mixed-use projects to promote the efficient use of land, reduce reliance on the automobile, and provide a variety of housing and commercial options. [New Goal]

LU-6.1 Mixed Use Development – Use of Vacant Land

The City shall promote efficient use of larger vacant parcels and vacant areas of the City by encouraging mixed use development. [New Policy]

LU-6.2 Vertical/Horizontal Mixture of Uses

The City shall encourage the development of both horizontal and vertical mixed use projects that incorporate housing with commercial or employment uses to reduce reliance on automobiles and provide new sources of housing. [New Policy]

LU-6.3 Adaptive Reuse

The City shall encourage the development of mixed use projects in vacant buildings that are no longer suitable for their originally designed use. [New Policy]

Military Compatibility

Goal LU-7	To enhance land use compatibility between China Lake and property in the City of Ridgecrest and to protect public health and safety. [New Goal]

LU-7.1 Military Influence Area (MIA) Overlay

R-2508 JLUS

The City of Ridgecrest will define and maintain a Military Influence Area (MIA) overlay on the General Plan Land Use Diagram and Zoning map. The MIA will be defined based on noise and safety guidance from the current AICUZ study as well as other compatibility factors evaluated in the R-2508 JLUS program (see Section 4 for details).

The MIA is designated to accomplish the following purposes.

- Promote an orderly transition between community and military land uses so that land uses remain compatible.
- Protect public health, safety, and welfare.
- Maintain operational capabilities of military installations and areas.

- Promote the awareness of the size and scope of military training areas to protect areas separate from the actual military installation (such as critical air space) used for training purposes.

The MIA shall, at a minimum, reflect the current mission 60 CNEL contour, but may be expanded to address additional issues relative to safety, overflight, light and glare, vertical hazard potential, and other related compatibility issues as identified in the R-2508 JLUS or follow on assessments.

Within the MIA, land use density / intensity is to remain low and in keeping with the land use compatibility guidance contained in the current China Lake AICUZ study. Unless already permitted as part of an existing development, subdivision or development approval, only the following land use designations shall be used on the City's Land Use Diagram within the MIA overlay: Large Lot Residential (RX), Rural Residential Density (RR), Commercial (C) and Industrial (I) designations (with an intensity of use consistent with the current Navy AICUZ land use compatibility guidelines and FAA Part 77 compliance), public/quasi-public uses primarily designed to house infrastructure systems, and Open Space (OS).

[New Policy, JLUS Strategies #52, 56, and 56]

See also the policies under Section 4, Military Sustainability Element.

Regional Coordination

Goal LU-8	To ensure that land use decisions by the City of Ridgecrest and Kern County are coordinated. [New Goal]

LU-8.1 City / County Uniform Land Use Policy

The City shall work with Kern County to develop a process for coordination of land uses for areas within the City's future sphere of influence. [New Policy]

LU-8.2 Sphere of Influence

The City shall work with the Kern County Local Agency Formation Commission (LAFCO), Kern County, and China Lake to define and maintain a sphere of influence (SOI) line that provides adequate capacity for growth and assists in implementing the General Plan. [New Policy]

LU-8.3 Rural Density Development in Unincorporated Areas

The City shall encourage rural density development (minimum of 0.4 units per acre) in adjacent unincorporated areas and encourage the location of urbanized uses within the city limits of Ridgecrest. [Source: Policy 1.1.4, Land Use Element]

LU-8.4 Regional Cooperation

The City shall maintain a cooperative relationship with Kern County and other local governments to address regional issues and opportunities related to growth, transportation, infrastructure, and other planning issues. Special consideration for cooperation shall be applied when reviewing peripheral development proposals within or adjacent to the City's Planning Area.

LU-8.5 Regional Planning

The City shall continue to participate in KernCOGs blueprint process and other regional planning programs. [New Policy]

LU-8.6 Update ALUCP to Reflect Military Air Facilities and Airspace

R-2508 JLUS

Fully integrate military air facilities and airspace in Airport Land Use Compatibility Plan (ALUCP) updates. These updated ALUCPs will be used to update land use guidance in local jurisdiction general plans and zoning ordinances. ALUCPs may not be the correct tool to use for areas within low-level flight corridors and special use airspace areas that are not near a public use airport. In these cases, similar types of plans may be appropriate to address military concerns. [New Policy, JLUS Strategy #2]

General Plan Implementation and Maintenance

Goal LU-9	To provide for the ongoing administration and implementation of the General Plan. [New Goal]

LU-9.1 Zoning and GP Consistency

The City shall amend the zoning code, subdivision ordinance, and other land use regulations to make them consistent with the adopted or amended general plan. [New Policy]

LU-9.2 Annual General Plan Review

The City shall review and report to the Planning Commission and City Council on the status of implementation of the General Plan annually as required by State law. [New Policy]

LU-9.3 General Plan Amendments

The City shall not amend the General Plan more than four times per calendar year unless additional amendments are allowed by changes in State law. Each amendment, however, may include multiple changes. All General Plan amendments will require public hearings and approval by both the Planning Commission and City Council. [New Policy]

LU-9.4 General Plan Update

The City shall conduct a review of the General Plan elements every five years and update them as deemed necessary. The City's Housing Element will be updated as mandated by the State of California. [New Policy]

LU-9.5 Implementing New AICUZ Studies

The City shall review and consider a General Plan update and Zoning Code amendment to incorporate new AICUZ studies that are released to the public. This will include consideration of modifications to:

- The MIA overlay on the City's General Plan Land Use Diagram
- Modification of land use designations to reflect land use and safety guidance in the current AICUZ study
- The MIA overlay on the City's Zoning map
- Modification of appropriate zoning regulations to reflect land use and safety guidance in the new AICUZ study
- Modification of other planning tools and procedures, as appropriate, to reflect changes in the new AICUZ study

LU-9.6 Citizen Participation

The City shall establish permanent procedures for citizen participation in the annual review of land use planning and plan implementation. [Source: Policy 1.2.6, Land Use Element]

LU-9.7 Involve Military in General Plan Update Process

R-2508 JLUS

Ensure that the military is aware and encouraged to be involved early in the general plan process for major updates and amendments. For jurisdictions outside the R-2508 Complex, early notification to the military is encouraged. [New Policy, JLUS Strategy #36]

LU-9.8 Land Use Policy Coordinating Committee

The City shall continue to participate in the Land Use Policy Coordinating Committee, or similar committee, to integrate the planning processes of the City of Ridgecrest and NAWS China Lake. [Source: Policy 1.2.1, Land Use Element]

LU-9.9 Encourage Resident and Neighborhood Participation

By implementing neighborhood programs, the City shall encourage active involvement of individuals and neighborhood committees to maintain and upgrade existing residential neighborhoods. [New Policy]

Public Services & Facilities

Goal LU-10	To provide necessary public facilities and services that are convenient, economical and reinforce community identity. [Source: Land Use Element Goal 1.3]

LU-10.1 Adequate Municipal Services

The City shall only approve new development when it can be demonstrated by the applicant that adequate public service capacity in the area is or will be available to handle increases related to the project. School capacity will be discussed in the review of each development, and the City will ensure early coordination with the school districts serving the site. School capacity will be addressed as allowed under State law. [New Policy]

LU-10.2 Adequate Infrastructure Capacity

The City shall only approve new development when it can be demonstrated by the applicant that adequate system capacity in the service area is or will be available to handle increases related to the project. [New Policy]

LU-10.3 Efficient Provision of Municipal Services

The City shall maintain a development pattern that allows for efficient provision of municipal services. [New Policy]

LU-10.4 System Expansion

The City shall require new development be responsible for expansion of existing water, sewer, and storm drainage systems made necessary by their construction. [New Policy]

LU-10.5 Multipurpose Detention Facilities

The City shall utilize stormwater detention facilities to mitigate drainage impacts and reduce storm drainage system costs. To the extent practical, stormwater detention facilities should be designed for multiple purposes, including recreational and/or stormwater quality improvement. Sumps are discouraged as part of new developments or renovations. [New Policy]

LU-10.6 Fair Share Improvements

The City shall ensure new development required to participate on a fair-share basis in the completion of improvements to the existing sewer system, and/or the construction of new sewer trunk lines as described in the City's adopted Sewer Master Plan. [New Policy]

LU-10.7 Solid Waste

The City shall promote maximum use of solid waste source reduction, recycling, composting, and environmentally-safe transformation of wastes. [New Policy]

LU-10.8 Dedicated Sites

The City shall negotiate with proponents of future development projects to secure the dedication of adequate sites for future fire and police stations. [New Policy]

LU-10.9 School Site Dedication

The City shall negotiate with proponents of future development projects to secure the dedication of adequate sites for future school construction to meet anticipated future elementary, junior high, and high school expansion needs. [New Policy]

LU-10.10 Co-location of School and Community Facilities

The City shall encourage community facilities (such as community centers, schools, parks, libraries, fire stations with community rooms), when proposed in the same area, to be co-located to form a stronger activity node within the neighborhood. [New Policy]

LU-10.11 Accessibility of Public Buildings

The City shall ensure that public buildings are easily identifiable in the community and are easily accessible by all modes of transportation to all Ridgecrest residents or visitors in order to support community design goals. [Source: Modified Policy 1.4.4 Land Use Element]

LU-10.12 Provision of City Services to Unincorporated Areas

The City shall discourage the extension or provision of City services and utilities into unincorporated areas without a satisfactory annexation agreement. [Source: modified Policy 1.4.5, Land Use Element]

LU-10.13 Ensure Water Impacts in Plan Development / Updates

R-2508 JLUS

The City shall ensure General Plan updates, specific plans, planned developments consider impacts to water availability and quality via policy or other development regulations. [New Policy, JLUS Strategy #35]

LU-10.14 Sewer Service within City Limits

The City shall require all new developments within the City to connect to the sewer system. [Source: Policy 1.4.7, Land Use Element]

LU-10.15 Medical and Emergency Services

The City shall support the efforts of local medical and emergency providers to maintain an adequate level of services for Ridgecrest residents. [Source: Policy 1.4.8, Land Use Element]

LU-10.16 Educational Master Planning Programs

The City shall support educational master planning programs as they are consistent with the General Plan. [Source: Policy 1.4.9, Land Use Element]

LU-10.17 Child Care

Encourage the development of child care facilities and services, including collaboration between schools and parks, faith based institutions, community centers, senior centers, and unused public and private facilities.

3.5 Implementation Measures

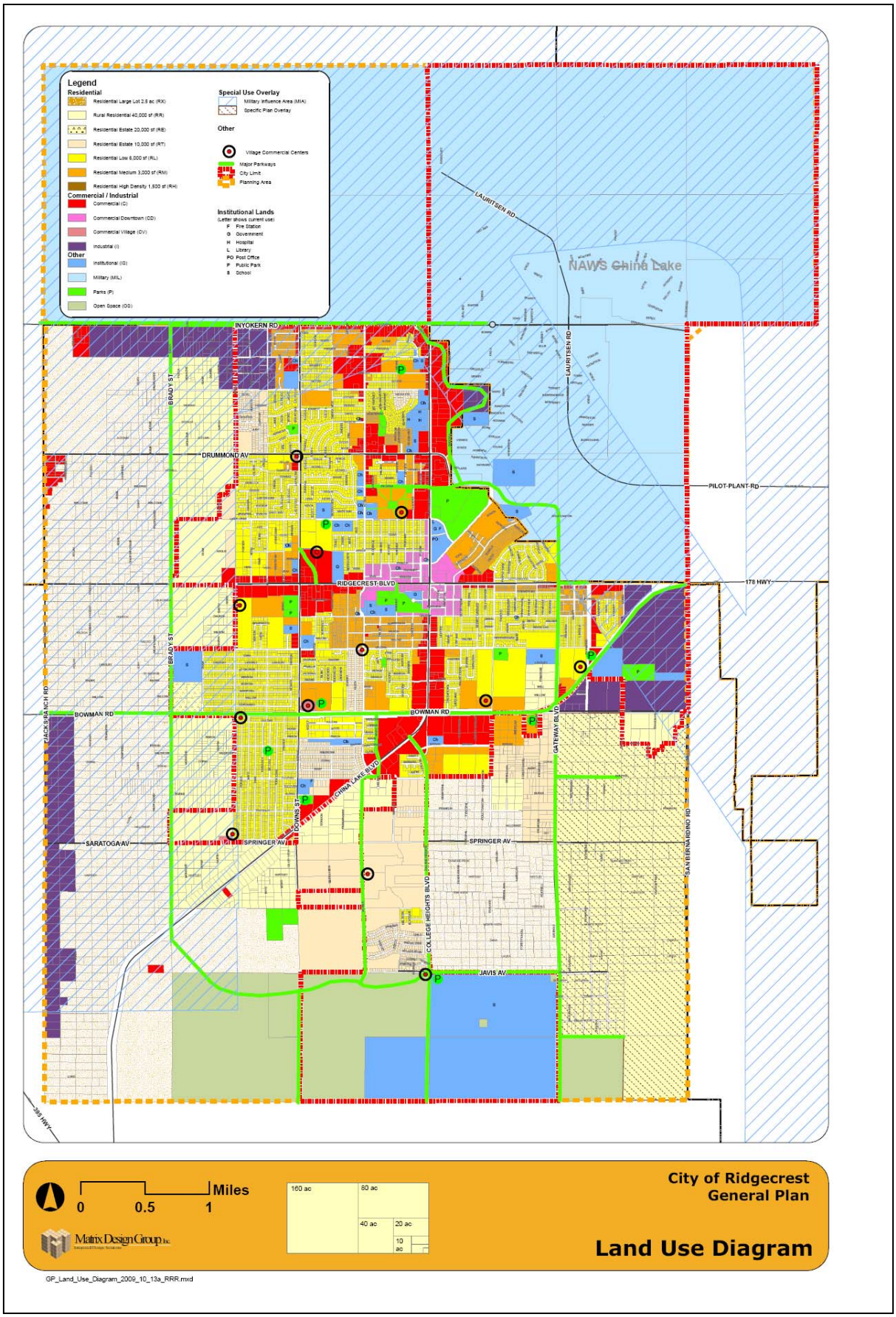
Table 3-4, Land Use Implementation Measures, identifies the implementation measures the City should take to implement the goals and policies of this General Plan. The implementation program lists each specific implementation measure, a reference to which General Plan policy it is implementing, who is responsible to implement the program, and the timeframe for implementation.

Table 3-4. Land Use Implementation Measures

Implementation Measure		Policy	Who is Responsible	Timeframe			
				2008-2010	2010-2015	2015-2030	On-going
1.0	The City shall develop zoning incentives to encourage innovative design in both infill and newly developing areas that optimizes the use of vacant land through flexible development standards, shared parking, landscaping, and site amenities. [New Implementation Measure]	LU-1.3 LU-1.4 LU-4.3 LU-4.9	Community Development	■			
2.0	The City shall develop and maintain an inventory of available vacant sites that have potential for infill development. [New Implementation Measure]	LU-1.3 LU-1.4	Redevelopment				■
3.0	During next Housing Element update, include a separate discussion of military housing needs and programs to address these needs. Work collaboratively with military installations and local entities to address their needs as required by state law to look at military readiness.	LU-2.3 LU-9.4 LU-9.6 R-2508 JLUS	Community Development				■
4.0	The City shall conduct a study to determine the feasibility and a suitable location for a regional auto mall in the city. [New Implementation Measure]	LU-3.2 LU-3.3 LU-3.4 LU-3.9	Redevelopment Community Development	■			■
5.0	The City will identify buildings within the Olde Towne area that could be enhanced through a façade revitalization program [Source: Downtown Revitalization Plan]	LU-4.3 LU-4.4 LU-4.6 LU-4.9	Community Development	■			

	Implementation Measure	Policy	Who is Responsible	Timeframe			
				2008-2010	2010-2015	2015-2030	On-going
6.0	The City will work with Olde Towne land and business owners to apply for grant funding to support a façade improvement program. [New Implementation Measure, Downtown Revitalization Plan]	LU-4.3 LU-4.4 LU-4.6 LU-4.8	Community Development				■
7.0	The City shall authorize developments in the Mixed Use designation on vacant sites subject to approval of a Master Development Plan and redesignation of the area to a MU General Plan designation and zoning district. Land uses proposed for a mixed use development shall support each other by including one or more industries, services, offices, retail uses, with residential uses for the common needs of the occupants and users of the mixed use development.	LU-4.8 LU-6.2	Community Development				■
8.0	The City shall develop zoning incentives that encourage mixed use redevelopment in the Olde Towne area through the reuse of existing buildings.	LU-4.8	Community Development	■			
9.0	The City shall coordinate on a routine basis with the military to reexamine the land use type, density, and intensity limitations within flight corridors. [New Implementation Measure, JLUS Strategy #52, 56, and 57]	LU-7.1 R-2508 JLUS	Community Development				■
10.0	City of Ridgecrest, in coordination with Kern County and China Lake, to evaluate its sphere of influence to accurately reflect development potential with appropriate changes in Ridgecrest's General Plan and zoning designations. [New Implementation Measure, JLUS Strategy #43]	LU-8.2 R-2508 JLUS	Community Development	■			■
11.0	The City will work with Kern County to develop an appropriate tax sharing agreement for urban residential land and development to be moved into the city limits without undo penalty on the City for the provision of services to these areas. [New Implementation Measure]	LU-8.2 LU-10.12	Administration		■		

	Implementation Measure	Policy	Who is Responsible	Timeframe			
				2008-2010	2010-2015	2015-2030	On-going
12.0	The City shall review and amend, as necessary, applicable ordinances and regulations referenced herein to ensure consistency with the General Plan. These shall include the following: a. Zoning Ordinance b. Subdivision Ordinance c. Development standards [New Implementation Plan]	LU-9.1	Community Development	■			
13.0	The Planning Commission shall review the General Plan annually, focusing principally on actions undertaken in the previous year to carry out the implementation programs of the Plan. The Planning Commission's report to the City Council shall include, as the Commission deems appropriate, recommendations for amendments to the General Plan. This review shall also be used to satisfy the requirements of Public Resources Code §21081.6 for a mitigation monitoring program. [New Implementation Measure]	LU-9.2	Community Development				■
14.0	Based on the population estimate established in the General Plan EIR analysis and evaluating the City's Capital Improvement Budget, the City shall coordinate with appropriate agencies to investigate the expansion of all public services and facilities (sewer, police, fire, water, schools, and solid waste) to service this population. [Source: Modified Policy 1.4.3, Land Use Element]	LU-10.1 LU-10.2 LU-10.3 LU-10.4	Public Works		■		
15.0	Prior to extending City services or infrastructure to unincorporated areas, the following findings must be made: ■ The property owner must agree to support annexation to the City if requested by the City ■ The land use must be compatible with the land use compatibility guidance provided in the Kern County ALUCP and the current China Lake AICUZ. [New Implementation Measure]	LU-10.12	Community Development				■


Legend
Residential
Residential Large Lot 2.5 ac (RX)
Rural Residential 40,000 sf (RR)
Residential Estate 20,000 sf (RE)
Residential Estate 10,000 sf (RT)
Residential Low 6,000 sf (RL)
Residential Medium 3,000 sf (RM)
Residential High Density 1,500 sf (RH)
Commercial / Industrial
Commercial (C)
Commercial Downtown (CD)
Commercial Village (CV)
Industrial (I)
Other
Institutional (IG)
Military (MIL)
Parks (P)
Open Space (OS)
Special Use Overlay
Military Influence Area (MIA)
Specific Plan Overlay
Other
Village Commercial Centers
Major Parkways
City Limit
Planning Area
Institutional Lands
(Letter shows current use)
F Fire Station
G Government
H Hospital
L Library
PO Post Office
P Public Park
S School
NAWS China Lake
LAURITSEN RD
INYOKERN RD
BRADY ST
DRUMMOND AV
PILOT PLANT RD
178 HWY
RIDGECREST BLVD
BOWMAN RD
GATEWAY BLVD
CHINA LAKE BLVD
DOWNS ST
SPRINGER AV
SARATOGA AV
COLLEGE HEIGHTS BLVD
JAVIS AV
SAN BERNARDINO RD
ZACKS RANCH RD
395 HWY
Miles
0
0.5
1
160 ac
80 ac
40 ac
20 ac
10 ac
Matrix Design Group Inc.
City of Ridgecrest
General Plan
Land Use Diagram
GP_Land_Use_Diagram_2009_10_13a_RRR.mxd

3.1 Introduction 1
3.2 Existing Conditions 4
3.3 Land Use Diagram and Standards 8
3.4 Goals and Policies 11
3.5 Implementation Measures 28

Table 3-1. Existing Land Use within the Planning Area (2007) 6
Table 3-2. General Plan Land Use Designations in Planning Area 7
Table 3-3. Land Use Designation Summary 9
Table 3-4. Land Use Implementation Measures 28

Error! No table of contents entries found.

4 Military Sustainability Element

4.1 Introduction

As the closest urban area to Naval Air Weapons Station (NAWS) China Lake, Ridgecrest enjoys a symbiotic relationship with the installation. The Navy is the largest employer in the Indian Wells Valley, providing a significant economic thrust for the Valley and adding to the economic base of the City of Ridgecrest. China Lake provides direct employment for 767 military personnel and 3,388 civilians. Additionally, the installation provides employment for over 2,400 contract civilians, located both on and off the installation. In return, the City of Ridgecrest provides housing, support services, and a range of community services to these employees.

China Lake is also a unique land use with planning challenges related to airfield and test and research activities at the installation and surrounding airspace. As an urban area in proximity to a vital military installation, development decisions occurring locally have the potential to impact the installation. In addition to the many positive interactions occurring as a function of this relationship, development decisions can result in land use conflicts that can have negative impacts on community safety, economic development, and sustainment of military readiness activities. Nationwide, incompatible development has been a factor in curtailing training operations, moving (realigning) mission-critical components to other installations, and, in extreme cases, closing installations.

The purpose of the Military Sustainability Element is to demonstrate the City's commitment to and support of current and future missions at China Lake. This element considers the impact of new growth on military readiness activities. In particular, the ability to balance the protection of the Navy's current and future missions with the ability for the community to grow and prosper is the objective for this element.

It is important to note that many of the issues related to military sustainment are covered as part of other elements in the General Plan. For instance, the location of future development is controlled by policies in the Land Use Element, and noise impacts are covered in the Health and Safety Element.

KEY TERMS - GENERAL

Accident Potential Zones. Every Navy runway has a set of aircraft safety zones designated at each end of the runway. These zones are referred to as the Clear Zone (CZ), Accident Potential Zone I (APZ I) and Accident Potential Zone II (APZ II). Each zone was developed based on a statistical review of aircraft accidents. The Navy provides guidance on land uses considered to be consistent within these zones as part of their Air Installation Compatible Use Zone (AICUZ) studies. All of the aircraft safety zones related to runways at China Lake fall within the installation's boundaries.

- **Clear Zone**. A trapezoidal area lying immediately beyond the end of the runway and outward along the extended runway centerline for a distance of 3,000 feet. For U.S. Navy and Marine Corps installations, the dimensions are 1,500 feet wide at the runway threshold and 2,284 feet wide at the outer edge.
- **APZ I**. A rectangular area beyond the Clear Zone, which has a measurable potential for aircraft accidents relative to the Clear Zone. APZ I is typically 3,000 feet wide by 5,000 feet long and may be rectangular or curved to conform to the shape of the predominant flight route.
- **APZ II**. A rectangular area beyond APZ I which has a measurable potential for aircraft accidents relative to APZ I or the Clear Zone. The dimensions of APZ II are typically 3,000 feet wide by 7,000 feet long and, like APZ I, may be curved to correspond with the predominant flight route.

Airport Influence Area (AIA). The Airport Influence Area is an area around an airport that requires additional land use regulation to accommodate aircraft operations. The zone is identified in the Airport Land Use Compatibility Plan (ALUCP) and is subject to special use and development regulations including but not limited use, building height, low density residential uses, and other limiting factors. The runway will include helicopter take-off and landing zones if not on the primary runway.

Avigation Easement. An easement that grants one of the following rights: the right of flight; the right to cause noise, dust, etc. related to aircraft flight; the right to restrict or prohibit certain lights, electromagnetic signals, and

bird-attracting land uses; the right to unobstructed airspace over the property above a specified height; and the right of ingress/egress upon the land to exercise those rights.

Community Noise Equivalent Level (CNEL). CNEL is used to characterize average sound levels over a 24-hour period, with weighting factors included for evening and nighttime sound levels. Leq values (equivalent sound levels measured over a 1-hour period - see below) for the evening period (7:00 p.m. to 10:00 p.m.) are increased by 5 dB, while Leq values for the nighttime period (10:00 p.m. to 7:00 a.m.) are increased by 10 dB. For a given set of sound measurements, the CNEL value will usually be about 1 dB higher than the Ldn value (average sound exposure over a 24-hour period – see below). In practice, CNEL and Ldn are often used interchangeably.

Day-Night Average Sound Level (Ldn). Ldn represents an average sound exposure over a 24-hour period. Ldn values are calculated from hourly Leq values, with the Leq values for the nighttime period (10:00 p.m. to 7:00 a.m.) increased by 10 dB to reflect the greater disturbance potential from nighttime noises.

Decibel, A-weighted (dBA). A unit of measurement for noise having a logarithmic scale and measured using the A-weighted sensory network on a noise-measuring device. An increase or decrease of 10 decibels corresponds to a tenfold increase or decrease in sound energy. A doubling or halving of sound energy corresponds to a 3-dBA increase or decrease.

Military Influence Area. In general, an MIA covers the areas where military operations may impact local jurisdictions and, conversely, where local activities may affect the military's ability to carry out its mission. These areas also are referred to as: Regions of Military Influence (RMIs), Military Influence Planning Districts (MIPDs), Military Influence Overlay Districts (MIODs), Military Influence Disclosure Districts (MIDDs), Airfield Influence Planning Districts (AIPDs), or Areas of Critical State Concern (ACSCs). Depending on military and local needs, an installation or military operation area can have more than one MIA.

In the 2007 China Lake AICUZ, the Navy has incorporated a proposal for an MIA within the Ridgecrest Planning Area. The MIA contained in the 2007 AICUZ is a Navy recommendation for consideration by Ridgecrest and Kern County.

The MIA created by the Navy was based on the information contained in the following text box on the next page.

Navy Definition of MIA

According to the State's OPR [Governor's Office of Planning and Research], a Military Influence Area (MIA) is "a formally designated geographic planning area where military operations may impact local communities and, conversely, where local activities may affect the military's ability to carry out its mission" (State of California 2006). The MIA concept is included in the California Advisory Handbook for Community and Military Compatibility Planning (State of California 2006), where it is acknowledged as a useful planning tool for accomplishing the following purposes:

- Promote an orderly transition between community and military land uses so that land uses remain compatible.
- Protect public health, safety, and welfare.
- Maintain operational capabilities of military installations and areas.
- Promote the awareness of the size and scope of military training areas in order to protect areas separate from the actual military installation (i.e., critical air and sea space) used for training purposes.
- Establish compatibility requirements within the designation area, such as requirements for sound attenuation, real estate disclosure, and navigation easements.

According to the OPR, an MIA should be incorporated into the local planning process through a community's general plan and zoning ordinance. NAWS recommends the designation of an MIA that is larger than the traditional AICUZ footprint in order to address flight safety issues beneath flight corridors and to encourage retention of a buffer zone of compatible land use in case of future expansion of the NAWS mission. The designation of an MIA is also consistent with Navy AICUZ Program guidelines as described in OPNAVINST 11010.36B. Figure 6-2 depicts the recommended MIA surrounding Armitage Airfield.

As defined for this AICUZ study, the MIA includes, in addition to the AICUZ footprint, all land within the 60 dB CNEL contour (Noise Zone 1) and a larger portion of the primary flight corridors used by arriving and departing aircraft. Noise Zone 1 is included in the MIA as a proxy for potential expansion of the noise contours should NAWS experience future increases in operational tempo (no such increases beyond the "prospective" operations evaluated in this AICUZ study are currently planned). The geographical location and extent of any such shift in future noise contours would of course depend on the specific nature of the increased operations (e.g., runway distribution, aircraft type, type of operation, etc.), but if other variables remained constant and only the number and frequency of operations were to increase, the 65-dB noise contour would tend to expand toward the current 60-dB contour.

Portions of the primary flight corridors (beyond the standard APZs) are also included in the MIA in an effort to minimize the risks of aircraft accidents that can occur beyond the runway environment. The establishment of criteria that limits the maximum number of dwellings or people in this area is encouraged as a method of reducing the potential severity of an aircraft accident. Despite NAWS' efforts to establish and conform to specific flight routes that maximize avoidance of developed areas, some variation or deviation from established flight routes should be expected to occur in response to weather conditions, ambient temperature, mission loading of aircraft, and other factors discussed previously in Section 3.4. The width of the flight corridor segments in the MIA reflects this potential variation. The corridors are included because of the inherent risk of aircraft incidents (e.g., equipment drops, crashes, etc.) occurring within these corridors.

KEY TERMS - AIRSPACE

Designated areas of airspace are critical for military testing and training associated with China Lake. While several of the airspace designations described below do not occur in the Planning Area, they are corridors or destinations utilized by aircraft using China Lake.

The Interagency Airspace Coordination Guide provides a wealth of information on the definition and use of airspace. The following terms are based on information from this source (www.fs.fed.us/r6/fire/aviation/airspace/web/guide/):

Flight levels are expressed in three digits that represent hundreds of feet. For example, flight level 180 (written as FL180) represents a barometric altimeter

Air Traffic Control Assigned Airspace (ATCAA's). The ATCAAs are used to fill the airspace gap between the top of the Military Operations Areas (MOA) (FL180) and the base of R-2508 (FL200 or 20,000 feet). When R 2508 is not activated for military use, the ATCAAs may extend upward to FL600 (60,000 feet). ATCAAs are also located above the peripheral MOAs, outside the lateral boundaries of R-2508, to provide additional work areas up to FL600 for segregation of military operations from instrument flight rules (IFR) traffic (comprised of commercial and general aviation users).

Military Training Routes (MTRs). MTRs are similar to complex systems of interrelated and interdependent highways in the sky that connect military installations, ranges, and operation areas. They are used by the Department of Defense (DOD) to conduct low-altitude navigation and tactical training at airspeeds in excess of 250 knots and at altitudes as low as just above surface level. These low-level, high-speed routes allow pilots to develop the skills necessary to avoid detection by enemy radar. In California Law (AB 1108, Pavley, Chapter 638, Statutes of 2002), a low-altitude MTR is defined as a route where aircraft operate below 1,500 feet above mean sea level (MSL).

Special Use Airspace (SUA). This special designation is designed to alert users about areas of military activity, unusual flight hazards, or national security concerns and is used to segregate that activity from other airspace users to enhance safety. Special Use Airspace is established by the FAA.

There are six different kinds of SUAs, but only two are relevant to planning in the City of Ridgecrest Planning Area: Military Operations Area (MOA) and Restricted Areas.

MOA...

The City of Ridgecrest is inside the Isabella MOA, as is much of the Indian Wells Valley.

- **Military Operations Area**. A MOA is airspace established to segregate certain non-hazardous flight activities from Instrument Flight Rules (IFR) traffic and to identify Visual Flight Rules (VFR) traffic. Within these areas, the military conducts flight activities, such as acrobatic or abrupt flight maneuvers, intercepts, air combat maneuvering missions, research and development, and aerial refueling. In addition to maintaining military readiness in the air, these areas are used to train student pilots.

  MOAs are three dimensional areas. In addition to the mapped

boundaries, MOAs have a defined floor (minimum altitude) and ceiling (maximum altitude). In the R-2508 Complex, these altitudes range from 200 feet above ground level (AGL) up to the maximum ceiling of 17,999 feet above mean sea level (MSL). The minimum altitude varies above populated areas and wilderness areas. On aviation sectional charts, instrument flight rule (IFR) enroute charts, and terminal area charts, MOAs are identified in magenta lettering that states a specific name followed by the letters "MOA".

The City of Ridgecrest is inside the Isabella MOA, as is much of the Indian Wells Valley.

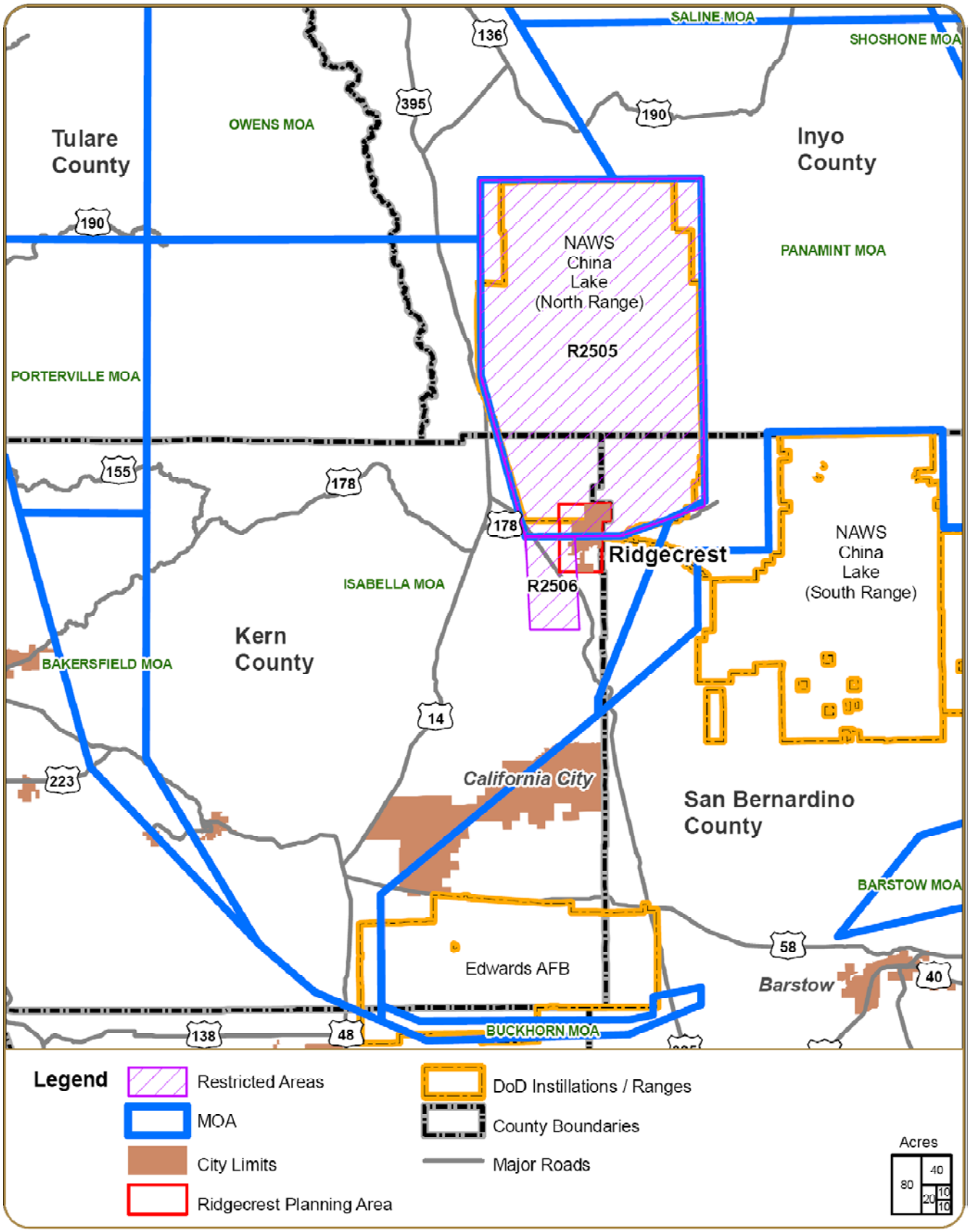
Restricted Areas...

Most of the City of Ridgecrest is under two restricted areas: R-2505 and R-2506.

- **Restricted Areas**. Restricted Areas are an important asset to the DOD because they allow for the use of weapons for training and testing purposes. These areas are necessary for ground weapons and artillery firing, aerial gunnery, live and inert practice bomb drops, and guided missile testing. Restricted Areas provide locations for training and testing to support combat readiness of aviation and ground combat units while separating these activities from the public and general aviation users. These areas are identified by the letter "R" followed by a number on sectional charts, instrument flight rule (IFR) enroute charts, and terminal area charts. The floor and ceiling altitudes, operating hours, and controlling agency can be found in the sectional chart legend.

  There are seven restricted airspace areas in the R-2508 Complex. A portion of the Planning Area, primarily south of Ridgecrest Boulevard and west of Downs Street, is inside of Restricted Area 2506 (R-2506). The portions of the Planning Area north of this area are inside of R-2505. See the discussion of MOAs and Restricted Areas for more information.

R-2508 Complex. The R-2508 Complex provides the largest single area of Special Use Airspace (SUA) over land in the United States, covering a land area of 20,000 square miles. The complex consists of restricted areas (R-2508, R-2502N, R-2502E, R 2505, R-2506, R-2515, and R-2524), 10 Military Operations Areas (MOA), Air Traffic Control Assigned Airspace (ATCAA) areas, Controlled Firing Areas (CFAs), and other special airspace such as, the CORDS Road, the Precision Impact Range Area, the Black Mountain Supersonic Corridor, the North Hypersonic Corridor, the South Hypersonic Corridor and the Airfield Approach and Departure Corridors. Figure 4-1 illustrates the area covered by the R-2508 Complex.



0 0.25 0.5 1 Miles

Special Use Airspace in Planning Area | Figure 4-1

Legislation Related to Military Protections

The following is an overview of existing State legislation that impacts military compatibility planning.

AB 1108...

Provides military agencies with early notice of proposed projects during the CEQA process.

Assembly Bill 1108

California Assembly Bill (AB) 1108 (Chapter 638, Statutes of 2002) amends CEQA law to require CEQA lead agencies to notify military installations when a project meets certain criteria. The criteria includes property located within an established operational area, a general plan amendment, or is of statewide, regional, or area-wide significance, or is required to be referred to the local ALUC. The purpose of AB 1108 is to ensure military notification of proposed projects potentially impacting military operations though the CEQA process.

AB 1108 amends CEQA to provide military agencies with early notice of proposed projects within two miles of installations or underlying training routes and SUA.

AB 2776...

Provides for real estate disclosure for residences within airport influence areas.

Assembly Bill 2776

The Aviation Noise Disclosure legislation (AB 2776) was passed in the 2002–2003 regular legislative session and was signed by the Governor. It amends the real estate transfer disclosure statute (California Civil Code, Division 2 – Property, Part 4 – Acquisition of Property, Title 4, Chapter 2 –Transfer of Real Property) to require sellers or leasers to disclose the fact that a house for sale or lease is near an airport if the house falls within an airport influence area (that could be several miles from an existing or proposed airport). An airport influence area is defined as the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. The intent of the legislation is to notify buyers that they could experience airport noise, vibration, odor, annoyances, or other inconveniences at some time in the future as a result of the normal operation of an existing or proposed airport.

SB 1462...

Requires coordination on updates or amendments to general plans.

Senate Bill 1462

SB 1462 (Chapter 907, Statutes of 2004) expanded the requirements for local government to notify military installations of proposed development and planning activities. This Bill states that "prior to action by a legislative body to adopt or substantially amend a general plan, the planning agency shall refer the proposed action to . . . the branches of the Armed Forces when the proposed project is located within 1,000 feet of a military installation, beneath a low-level flight path, or within Special Use Airspace (SUA) . . .".

The purpose of SB 1462 is to require public agencies to provide a complete copy of a development application of the proposed development that is located within 1,000 feet of a military installation, SUA, or a low-level flight path. Furthermore, it authorizes any branch of the United States Armed Forces "to request consultation" to avoid potential conflict and to discuss "alternatives, mitigation measures, and the effects of the proposed project on military installations." Also, SB 1462 requires military review of proposed actions potentially impacting mission operations of the installation, decreases

potential for incompatible land use development and provides military installations the opportunity to comment on proposed development and express concerns with potential impacts to the installation.

Senate Bill 1468

SB 1468 (Chapter 971, Statutes of 2002) requires the Governor's Office of Planning and Research (OPR) to include guidance on how military compatibility can be addressed in a general plan, and how a general plan can consider the impact of growth on military readiness activities carried out on military bases, installations, and operating and training areas. The bill includes the following methods to address military compatibility in a general plan:

SB 1468...

Requires the State to provide guidance on incorporating military compatibility into a jurisdiction's general plan. These are considered to be recommendations at this time, pending funding.

- In the land use element, consider the impact of new growth on military readiness activities carried out on military bases, installations, and operating and training areas, when proposing zoning ordinances or designating land uses covered by the general plan for land or other territory adjacent to those military facilities, or underlying designated military aviation routes and airspace.
- In the open-space element, open-space land is defined to include areas adjacent to military installations, military training routes, and restricted airspace.
- In the circulation element, include the general location and extent of existing and proposed military airports and ports.

SB 1468 is part of a State policy package to promote the development of a partnership between communities and the military that allows for collaboration on land use compatibility issues. OPR encourages local jurisdictions near military installations, and under military training routes or restricted airspace, to incorporate the above items into their general plans.

However, local governments are not currently required by law to include the SB 1468 military compatibility issues in their general plans. The bill specifies that if a funding agreement is reached between OPR and the military to support these efforts, the inclusion of military compatibility issues in a general plan will become mandatory.

4.2 Existing Conditions

NAWS China Lake Overview

China Lake is located on 1.1 million acres of land in California's upper Mojave Desert and accounts for approximately one-third of the Navy's total land holdings. The land, ranging in altitude from 2,100 to 8,900 feet, varies from flat dry lakebeds to rugged piñon pine covered mountains. The majority of the land area is undeveloped and provides habitat for more than 340 species of wildlife and 650 plant types. The installation also has a rich cultural heritage, represented by Native American sites to locations and structures used by early miners and settlers.

F-18s near Ridgecrest

The installation is divided into two major land areas: the North Range, encompassing 606,926 acres, and the South Range, encompassing 503,510 acres (see Figure 4-1). The North Range lies in portions of Inyo, Kern, and San Bernardino Counties, while the South Range is located entirely within San Bernardino County. NAWS China Lake consists primarily of remote, unpopulated desert land; however, the North Range contains several developed areas, including Armitage Airfield, Mainsite, Propulsion Laboratories, and geothermal development. The main community support area on the installation (referred to as the "cantonment" area) is located within the Ridgecrest city limits. Although a portion of the installation is within the city limits, as federal lands, the City has no land use authority over this portion of the City.

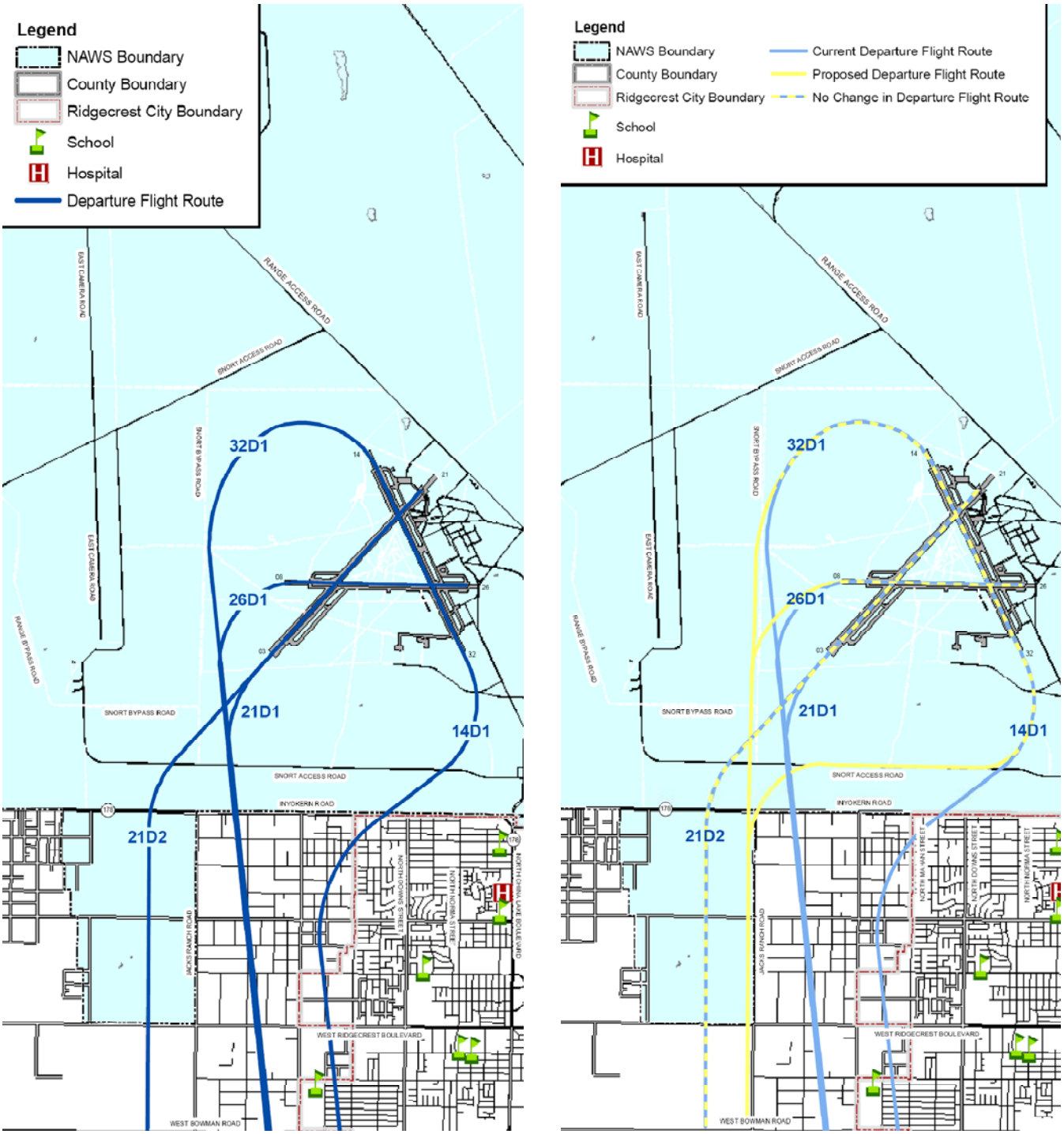
As a component of the Navy Region Southwest, San Diego, China Lake is under the Commander Navy Installation Command (CNIC). China Lake serves as the host for Naval Air Warfare Center Weapons Division (NAWCWD) under the Naval Air Systems Command (NAVAIR), along with other assigned tenants, activities, and assigned units. Due to the integrated nature of the operational environment at China Lake, compatibility planning at China Lake is a coordinated effort between NAWS China Lake (who operates and maintains the installation's facilities and provides support services to assigned tenants and transient units), NAVAIR (who manages the airspace), and CNIC (who owns the facilities). Together, the management team is responsible for sustaining operational capabilities for the installation's air and land assets.

The installation currently serves as a station for the research, development, test and evaluation of weapons. There are several facilities on site to aid in the operation of missions such as the Weapons Survivability Laboratory, which conducts survivability testing to provide empirical data on the vulnerability of aircraft to threats, and the Missile Engagement Simulation arena, the station's newest and most sophisticated simulation facility. China Lake also holds a comprehensive array of land, sea, electronic combat and ground test assets, including 1,700 square miles of dedicated land test ranges.

China Lake Air Operations

For arrivals, the generalized flight tracks approach in a common corridor from the south over lands managed by the Bureau of Land Management (BLM). The tracks split from each other for final approach once over China Lake itself.

For departures, five general departure tracks are currently used, depending on the runway used (see Figure 4-2). Four of the tracks depart from their runways and turn south (to about 175°). These tracks continue south over a mix of BLM and private property, staying just outside the west side of the City of Ridgecrest. The fifth departure track runs generally south also, but traverses over lands inside the west edge of the City of Ridgecrest. All of the departure tracks traverse through the General Plan Planning Area.



Existing Departure Tracks

Potential Departure Tracks

Figure 4-2. 2007 AICUZ

In the 2007 AICUZ study, the Navy stated that "in the interests of reducing potential noise impacts and safety risks associated with airfield departures, NAWS China Lake proposed a potential consolidation and westward shift of these four flight routes. The proposal is to consolidate the aforementioned departure routes and align them along the west side of Jacks Ranch Road…" (Figure 4-2). At the time of the preparation of this General Plan, this change had not occurred.

While the 2007 AICUZ study (see section below) shows the generalized arrival and departure tracks used for assessing average noise, it is important to note that aircraft do not strictly follow these lines, and the aircraft typically arrive and depart within a corridor for which these tracks represent approximate "centerlines." Arrival and departure tracks are also only part of the overflight picture at China Lake. Other overflight activity occurs in association with operations once the aircraft is airborne. Much of the Ridgecrest Planning Area can experience aircraft overflight.

The 2007 AICUZ looked at alternatives that would realign some of the departure tracks, but these are still in evaluation.

China Lake Air Installation Compatible Use Zone (AICUZ) Study

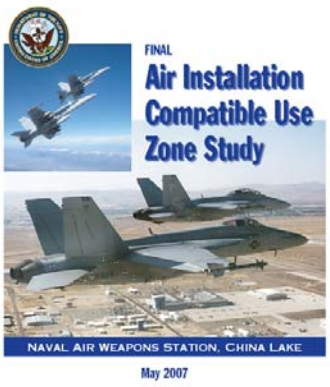
For China Lake, a critical planning document is the AICUZ study. The AICUZ is a DOD planning program that was developed in response to incompatible urban development and land use conflicts around military airfields. The AICUZ study seeks to develop a cooperative relationship between communities and military installations and provides land use compatibility guidelines designed to protect public health and safety, as well as maintain military readiness. As designed, the AICUZ study evaluates three primary components: noise, vertical obstructions, and accident potential zones.

Understanding Noise…

A more detailed explanation on how noise is described is provided in the Health & Safety Element.

Every Navy and Air Force installation with air operations has delineated at both ends of all active runways a set of three accident potential zones referred to as the Clear Zone (CZ), Accident Potential Zone I (APZ I), and Accident Potential Zone II (APZ II). These areas are determined based on a statistical analysis of all DOD aircraft accidents.

The current China Lake AICUZ study was released in May 2007. The previous AICUZ was approved in 1977, and Kern County and the City of Ridgecrest evaluated that document and enacted the AICUZ compatible land use provisions into their zoning ordinances and general plans at that time.



2007 China Lake AICUZ

When looking at an AICUZ study, two caveats should be noted:

1. AICUZ are not static documents, and the AICUZ study is updated as needed to reflect current operations, or for some installations, current and projected operations. While the 2007 AICUZ reflects current operations, the Navy is in the process of reevaluating the AICUZ study parameters to reflect other aircraft operations at the installation. It is therefore important that the General Plan refers to

the current AICUZ (such as a specific noise contour line) instead of memorializing a specific diagram.

2. Whether noise contour lines or accident potential zones, these lines are not definitive boundaries where one side of the line has an issue and the other side of the line is not constrained. These lines are averages, and should be used as representations of statistical occurrences, not definitive boundaries.

The 2007 AICUZ outlines noise and safety issues in relation to both the baseline (current) and prospective operational conditions of the base as laid out in the 2004 *Environmental Impact Statement* (EIS) *for Proposed Military Operational Increases and Implementation of Associated Comprehensive Land Use and Integrated Natural Resources Management Plans*. The proposed action in the EIS acts as a basis for the program laid out in the 2007 AICUZ. The installation's cooperation with local government agencies is outlined in the introduction to the AICUZ, which states the responsibility of the Navy to inform and cooperate with the planning departments of Kern and San Bernardino Counties along with the City of Ridgecrest. As noted above, this study is an interim report, and after further evaluation, including the impact of the Joint Strike Fighter, an updated AICUZ may be released.

As part of the AICUZ study, the Navy proposed an expansion of the traditional AICUZ planning area, called a Military Influence Area (MIA), to address the higher safety risks in these areas. As with other AICUZ items, these are recommendations for consideration by local jurisdictions, and are not regulations.

R-2508 Joint Land Use Study

Although the interaction between the local communities and the military installations within the R-2508 Complex is very positive, the activities or actions of one entity can inadvertently impact the other and result in conflicts. As communities develop and expand in response to growth and market demands, land use decisions can push urban development closer to military installations and operational areas. This can result in land use and other compatibility issues, often referred to as encroachment, which can have negative impacts on community safety, economic development, and sustainment of military activities and readiness. This threat to military readiness activities is currently one of the military's greatest concerns. At the same time, military activities can negatively impact the surrounding communities through factors such as noise, limits to renewable resources, and the use of local government services (i.e., roads, housing, and schools). Changes in mission as the military introduces new aircraft, weapons, weapons systems and tactics that may require operation over non-DOD lands and private lands that may further constrain the ability of communities to provide for the population and infrastructure demands.

The R-2508 JLUS was a collaborative planning process between local governments, participating military installations, tribal governments, land owners, interested individuals, and representatives from agencies serving the area in and around the R-2508 Complex to address compatibility planning. The goal of the R-2508 JLUS is to protect the viability of current and future missions using the R-2508 Complex while at the same time accommodating growth, sustaining the economic health of the region, and protecting public health and safety.

A number of factors influence whether community and military plans, programs and activities are compatible or in conflict. To ensure a comprehensive look at compatibility, a list of 24 compatibility factors was used to characterize local issues (see Figure 4-3). These factors were divided into three broad categories: man-made, natural resource and competition for scarce resources.

The result of the R-2508 JLUS was a set of recommended strategies. It is important to note that the final JLUS is not an adopted plan, but rather, a recommended set of compatibility guidelines that can be implemented by local jurisdictions, Native American tribal governments, agencies and organizations. While the strategies in the final JLUS are not mandatory obligations, the involvement of stakeholders (including representatives from the City of Ridgecrest) has provided a set of strategies designed to meet local needs.

R-2508 JLUS

Of the strategies contained in the final R-2508 JLUS, a number of strategies listed the City of Ridgecrest in a primary (responsible for implementation) or partner (supporting others in the implementation of a strategy) role. These strategies have been incorporated into this General Plan. To assist in locating compatibility planning policies related to the recommendations in the JLUS, these are highlighted with JLUS icon, as shown to the left of this paragraph.

Figure 4-3. Compatibility Factors

Man-Made

1. Land Use
2. Safety Zones
3. Vertical Obstruction
4. Local Housing Availability
5. Infrastructure Extensions
6. Anti-Terrorism / Force Protection
7. Noise
8. Vibration
9. Dust
10. Light and Glare
11. Alternative Energy Development
12. Air Quality
13. Frequency Spectrum Impedance and Interference
14. Public Trespassing
15. Cultural Sites
16. Legislative Initiatives
17. Interagency Coordination

Natural Resources

18. Water Quality/Quantity
19. Threatened and Endangered Species
20. Marine Environments

Competition for Scarce Resources

21. Scarce Natural Resources
22. Land, Air and Sea Spaces
23. Frequency Spectrum Capacity
24. Ground Transportation Capacity

4.3 Goals and Policies

This element provides goals and policies specifically related to the balance of community and military needs and the overall protection of public health and safety. A number of other policies are included in other elements that support military compatibility planning.

See also the policies and implementation measures under Goal LU-7 concerning the definition of the Military Influence Area (MIA) for Ridgecrest.

General

Goal MIL-1	To ensure that future land uses are compatible with the continued operation of China Lake and avoid risk to life, property and the well-being of City residents from hazards associated with aircraft operations. [Source: Modified Goal S-1, Safety Element]

MIL-1.1 Role of China Lake

Continue to support the role of China Lake as a significant contributor to the economic base of the community. [New Policy]

MIL-1.2 Kern County ALUCP

Proposed land uses and development proposals shall be consistant with the land use compatibility policies and criteria of the Kern County ALUCP relative to China Lake. [New Policy]

MIL-1.3 Development Constraints

The City shall not allow development in areas where the risks to potential health and safety cannot be mitigated to an acceptable level. [Source: Policy S-2.7, Safety Element – revised]

MIL-1.4 Local Supplies and Services

The City will work with China Lake to enhance the use local contractors and services, and to purchase material, equipment, and supplies from in-City sources. The City should identify and support development of businesses and suppliers to the military and their contractors. [New Policy]

Communications / Coordination

Goal MIL-2	To provide opportunities for the City, China Lake, residents, industry, and agencies to collectively participate in all phases of a well-defined planning process. [New Goal]

MIL-2.1 Coordinate with on JLUS Implementation

R-2508 JLUS

The City shall coordinate closely with jurisdictions, agencies, organizations, and Native American tribal governments in and near the Planning Area to ensure their policies and regulations are consistent with the City's General Plan, the China Lake AICUZ, and the R-2508 JLUS. [New Policy]

MIL-2.2 Increase Public Awareness

R-2508 JLUS

Provide property owners in proximity to NAWS China Lake education on the installation's mission, potential impacts associated with military aviation operations, land use constraints, and potential mitigations for appropriate development. [Source: Policy S-2.9, Safety Element – revised, JLUS Strategy #13]

MIL-2.3 Development Review

R-2508 JLUS

Development proposals shall be reviewed for hazards to aircraft in flight, including: uses that release into the air any substance such as steam, dust and smoke which would impair pilot visibility; uses that produce light emissions, glare or distracting lights which could interfere with pilot vision or be mistaken for airfield lighting; sources of electrical emissions which would interfere with aircraft communications or navigation; and uses which would attract birds or waterfowl to the extent that they would pose a danger to aircraft operation in the vicinity of the China Lake. [New Policy, JLUS Strategy #16]

MIL-2.4 Information Exchange with China Lake

The City shall work with China Lake to establish an on-going consultation mechanism between the City and China Lake on issues of mutual concern. This will include:

- Early notification by the City to China Lake officials of development applications
- Early notification by China Lake to the City of potential changes in aircraft operations (patterns, number, etc.)

[New Policy]

MIL-2.5 Military Involvement and Review Process

The City shall continue to provide CEQA notifications to NAWS China Lake for review and comment on City discretionary land use actions to include, but not limited to, General/Specific Plan amendments, zone changes, tract maps, parcel maps, Specific Development Plans, and Conditional Use Permits. [New Policy]

MIL-2.6 Evaluate Rerouting of Military Flight Patterns

R-2508 JLUS

Provide support to China Lake as needed to evaluate the feasibility of rerouting military flight operations from over private lands to federal lands while still meeting mission requirements. [New Policy, JLUS Strategy #51]

MIL-2.7 Coordinate Military Compatibility Planning with Kern County

The Community Development Department shall maintain close contact with their counterparts in Kern County to coordinate military compatibility planning and management activities. [New Policy]

MIL-2.8 Meeting Military Housing Needs

The City will work with China Lake officials in identifying strategies to meet the housing needs of military personnel during preparation of the City's General Plan Housing Element. [New Policy]

MIL-2.9 Enhanced Real Estate Disclosure

R-2508 JLUS

Develop an enhanced Real Estate Disclosure Ordinance to ensure appropriate information about the missions and operations at China Lake and the R-2508 Complex are fully disclosed at the earliest possible point in the interaction between realtor / real estate agent and a buyer or renter. [New Policy, JLUS Strategy #33]

MIL-2.10 Staff Training on Military Compatibility Planning

The City and China Lake shall cooperate to provide City staff with on-going training opportunities to maintain their awareness of the latest technology and regulations concerning military compatibility issues. [New Policy]

MIL-2.11 Infrastructure / Service Plans

The projected need for additional infrastructure and other municipal services by China Lake should be considered in the development of new infrastructure master plans. [New Policy]

Mitigating Compatibility Issues

Goal MIL-3	To mitigate encroachment issues associated with land uses and development. [New Goal].

MIL-3.1 Avigation Easements

The City shall require the dedication of avigation easements when development is proposed on property within identified airport safety zones. [New Policy]

MIL-3.2 Major Plan Coordination with Military

R-2508 JLUS

Require that specific plans, area plans, and other regional plans (either new plans or updates/revisions) in the R-2508 Complex address a number of compatibility issues involving the military, such as dark skies, water availability and quality, density, cluster development, and other development design issues. [New Policy, JLUS Strategy #30]

MIL-3.3 Airport Land Use Compatibility Plan

The City shall work closely with appropriate agencies, including the Kern County Planning Department, to ensure development is compatible with aircraft facilities and operations, to include NAWS China Lake. To this end, the City shall, as applicable, incorporate findings and recommendations identified in the Kern County Airport Land Use Compatibility Plan (ALUCP). [New Policy]

MIL-3.4 NAWS China Lake AICUZ Recommendations

The City shall review and, to the greatest extent possible, take actions to implement the recommendations provided in the current and future NAWS China Lake AICUZ studies. [New Policy]

MIL-3.5 Vertical Obstructions

All new development in the City shall conform to FAR Part 77 height limits. [New Policy]

MIL-3.6 Cellular Tower Collocation / Consolidation

R-2508 JLUS

Encourage the collocation of cellular towers within the R-2508 Complex. [New Policy, JLUS Strategy #23]

MIL-3.7 Outdoor Lighting

The City shall ensure that future development includes provisions for the design of outdoor light fixtures to be directed / shielded downward and screened to avoid nighttime lighting spillover effects on adjacent land uses and nighttime sky conditions. [New Policy]

MIL-3.8 Lighting

The City shall continue to improve and maintain proper lighting at City facilities and assist in reducing undue nuisance light and glare spillage on adjoining areas from development. [New Policy]

4.4 Implementation Measures

Table 4-1, Military Sustainability Implementation Measures, identifies the implementation measures the City should take to implement the goals and policies of this General Plan. The implementation program lists each specific implementation measure, a reference to which General Plan policy it is implementing, who is responsible to implement the program, and the timeframe for implementation.

Table 4-1. Military Sustainability Implementation Measures

	Implementation Measure	Policy	Who is Responsible	Timeframe			
				2008-2010	2010-2015	2015-2030	On-going
1.0	Prior to approval of a proposal involving any type of land use development, specific findings shall be made that such development is compatible with the training and operational missions of the military aviation installations. Incompatible land uses that result in significant impacts to the military mission of Department of Defense installations or to the Joint Service Restricted R-2508 Complex that can not be mitigated, shall not be considered consistent with this plan. [Source: Kern County ALUCP, Policy 1.7 c]	MIL-1.2 MIL-1.3	Community Development				■
2.0	Review discretionary land use development applications within the military installation's operating area as shown in the Kern County ALUCP for consistency. [New Implementation]	MS-1.2	Community Development				■
3.0	The City shall work with other jurisdictions, agencies, organizations, and Native American tribal governments in the establishment and support of a JLUS Coordinating Committee. The Committee will support implementation of the JLUS strategies, providing on-going technical support/assistance to other members. [New Implementation, JLUS Strategy #9]	MIL-2.1 R-2508 JLUS	City Council Community Development				■

	Implementation Measure	Policy	Who is Responsible	Timeframe			
				2008-2010	2010-2015	2015-2030	On-going
4.0	The City shall develop an avigation easement program, which will include sample easement language, designates where avigation easements should be required, and determines the appropriate agency or organization to hold such easements. [New Implementation, JLUS Strategy #3]	MIL-3.1 R-2508 JLUS		■			
5.0	Work with China Lake to establish procedures for consultation between the base and the City relative to planning review and comment. This will include: ■ Definition of projects types that require review by the China Lake officials ■ Identification of the Points of Contact for all coordination ■ Provision of opportunities for China Lake personnel to be involved in pre-application meetings for significant projects ■ Establishing a formal procedure for requesting and receiving comments ■ Establishing a standard timeline for responses, keeping in mind mandated review time periods as specified by State law and local procedures ■ Develop outreach plan ■ Providing notice to China Lake on all public hearings regarding projects identified for coordination ■ Establish procedures for the review and monitoring of frequency spectrum conflicts, as they are identified [New Implementation, JLUS Strategy #16, 20 and 38]	MIL-2.3 MIL-2.4 MIL-2.5 R-2508 JLUS	Community Development	■			
6.0	If proposed by China Lake, provide input on the impacts associated with potential acquisitions or land transfers, including loss of property from tax rolls. [New Implementation, Strategy #1]	MIL 2.4 R-2508 JLUS	Community Development				■

	Implementation Measure	Policy	Who is Responsible	Timeframe			
				2008-2010	2010-2015	2015-2030	On-going
7.0	For enhanced real estate disclosure, the City shall: ■ Work with State Real Estate Board and local real estate representatives to develop and implement adequate language for inclusion in disclosure notices. ■ Work with State real estate board and local real estate representatives to ensure compliance with notification requirements. ■ The City and China Lake should work cooperatively to make available the information required for real estate disclosure (as defined by implementation measure) regarding operational issues at China Land and the R-2508 Complex (aircraft, gunnery, and explosive noise potential; overflight; light and glare; etc.). ■ Review periodically and update as needed to reflect current issues and military operations. [New Implementation, JLUS Strategy #33]	MIL-2.9 R-2508 JLUS	Community Development	■			■
8.0	Review and revise, as-needed, truth-in-sales and rental ordinances to ensure adequacy in providing public disclosure of NAWS China Lake operations and impacts as they pertain to existing residential uses, proposed residential development, and subdivision approvals. [New Implementation]	MS-2.9	Community Development	■			■
9.0	Coordinate with military representatives to ensure information on Special Use Airspace (floors, ceilings, time of operations, etc) is understood and available for disclosure. [New Implementation, Strategy #14]	MIL-2.9 MIL-2.10 R-2508 JLUS	Community Development	■			■

	Implementation Measure	Policy	Who is Responsible	Timeframe			
				2008-2010	2010-2015	2015-2030	On-going
10.0	Work with Governor's Office of Planning and Research (OPR) to define information that would be useful for planners concerning military compatibility. [New Implementation, Strategy #22]	MIL-2.10 R-2508 JLUS	Community Development	■			
11.0	In an effort to protect the operations of NAWS China Lake, the City shall require that all new development west of Mahan Street grant an avigation easement on behalf of NAWS China Lake and shall implement procedures concerning notice and disclosure of aircraft operations impacts (including over flights and noise). [New Implementation]	MS-3.1	Community Development				■
12.0	Initiate a light and glare working group to evaluate appropriate lighting standards, including the development of a dark sky ordinance/simplified constraints map similar to Kern County's Red/Yellow/Green map developed for height obstructions, within applicable development codes to protect military operations from the impacts associated with light and glare. [New Implementation, JLUS Strategy #18]	MIL-3.7 MIL-3.8 R-2508 JLUS	Community Development	■			■
13.0	For portions of the R-2508 area identified by the military as critical to dark sky initiatives, evaluate funding sources available to assist in lighting retrofit programs. [New Implementation, JLUS Strategy #48]	MIL-3.8 R-2508 JLUS	Community Development	■			■

4.1 Introduction 1
4.2 Existing Conditions 9
4.3 Goals and Policies 15
4.4 Implementation Measures 19

Table 4-1. Military Sustainability Implementation Measures 19

Figure 4-1. Special Use Airspace in Planning Area 7
Figure 4-2. 2007 AICUZ 11
Figure 4-3 Compatibility Factors 14

Error! No table of contents entries found.

5 Community Design Element

5.1 Introduction

The Community Design Element describes the various visual features that comprise the physical image of the city and its parts, and the patterns of activity that create interesting and diverse lifestyles. The presence or absence of these visual elements and the patterns of activity can determine the structure and character of the urban environment citywide and within neighborhoods. It can also influence people's feelings about their environment and, hence, the quality of life in the city. In establishing guidelines for visual features and activity patterns, Community Design takes into consideration constraints and opportunities imposed on the city by the desert environment.

In developing a set of design guidelines for the General Plan, certain aspects of site design and architecture are common to all land uses. These common elements have been assembled in this Element. When reviewing standards for a particular land use, the goals and policies of Chapter 3, Land Use Element should also be considered.

5.2 Principles of Design

Throughout this Element, certain design\principles will be used to describe a desired effect. These principles, in various combinations, will be applied to

project design within every land use category. Although the list of design principles could be lengthy, the General Plan Design Guidelines will focus on the following eight items: style, mass, materials, texture/pattern, color, shadow, detail, and scale and proportion.

The following paragraphs provide general definitions of the above eight items. The application of these eight items in the City of Ridgecrest is discussed later in this Element.

Style

In the development of a shopping center, residential area, or a village concept within a city, an overall "theme" for the development can be adopted. These styles provide an architectural framework for a development or area and help establish a strong identity as well as a consistent pattern of image and character. In southern California, styles derived from the Spanish influence are very popular and fit well with the desert environment and lifestyle. Two popular implementations are the Spanish Mediterranean and Spanish Colonial styles. Although not required, both are characterized by tile roofs, arches, entrance portals, and the use of shadow.

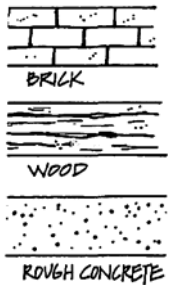
Mass

Examples of breaking up mass by using smaller geometric shapes and varying setbacks

The mass of a building or feature is described by its overall three-dimensional size. Massing is shaped by the combination of three-dimensional forms, the simplest of which are cubes, pyramids, spheres, and cones. Large masses are used to emphasize features, and small masses are used to subdue building elements.

The mass of a building can be broken into smaller pieces, which provide the same amount of floor space, but at the same time reduce the apparent mass of the building to observers. The following figure provides an illustration of two buildings of approximately the same floor space. The first building has been broken into smaller geometric shapes and stepped back from the street. The second building is a single geometric shape that shows four large unbroken facades. To the observer, the second building is larger and more obtrusive.

Materials



Materials and textures

The use of different materials can change the appearance of a structure dramatically. The types of materials that can be used in a building or other structure are extensive and include glass, wood, metals, brick, concrete and concrete materials, stucco, and so forth. The use of more than one material can add interest to a structure. Cities can regulate materials through both restrictions (i.e., no metals on structure), required mixes (i.e., structure must use more than one material in a building), or application (i.e., metals only as accents).

Texture / Pattern

Texture refers to the roughness and pattern of a surface material. Texture can be affected by the use of different materials (brick versus wood), but can also be changed by different methods of application for the same material. For

example, brick can be placed in different patterns and shapes to modify texture.

Texture can be used to change the visual nature of a structure and can be quite effective on both a large and small scale. On a large scale, a brick facade offers quite a different "visual" texture in comparison to an exposed aggregate finish. On a small scale, the subtle change in patterns or material can add interest to a pedestrian area (brick pavers in an asphalt parking lot aisle).

Color

Color can be provided by both the natural color of a material (i.e., brick, stone) or by the application of a color. In the regulation of color, the hue (i.e., red, green. yellow) and the tone (light versus dark) are the most commonly regulated aspects.

Shadow

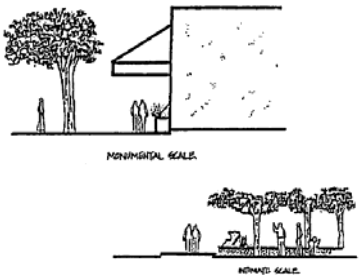
Shadow, or the contrast between light and shade on a surface, is an important design consideration in that it enhances the three-dimensional appearance of a structure. Shadow treatments on a building should include a variety of shadows. For instance, thin lines of shadow can be produced by moldings, and heavy shadows can be produced by recessed windows, archways, or roof overhangs. In addition to producing an interesting effect on a building facade, shadow can also be used to provide relief from direct sunlight in outdoor pedestrian areas and interior spaces, thereby reducing the buildup of heat in the summer.

Detail

Architectural detail in this plan deals with three items: articulation of building facades, architectural treatment of building facades, and fine detail. Articulation in the vertical and horizontal plane of a building, as well as the inclusion of a varied roof line, is desired in order to avoid box-like structures. The City also wishes to ensure that all sides of a structure include some architectural detail in order to avoid long blank walls in commercial, industrial, and apartment developments. Finally, the inclusion of design details--articulated columns, tile bands, landscape pockets, multipaned windows, and balconies--is desired in order to achieve a quality product.

Scale and Proportion

Scale and proportion play major roles in establishing the human interaction with design. Within this plan, scale will refer to the relationship between a new structure and surrounding structures, and also with a structure's relationship with the "human scale." The human scale refers to structures and elements that are modest in size, include details of interest, and are more horizontally oriented.



Examples of scale

5.3 Goals and Policies

General

Goal CD-1	Promote the City's unique character through high quality design focusing on appearance and harmony between existing and new uses. [New Goal].

CD-1.1 Character and Identity

Through urban design programs, including principles and guidelines, the City shall reinforce the city's unique character, scale, and identity. [New Policy]

CD-1.2 Spatial Attributes

The City shall promote development that creates and enhances positive spatial attributes of major public streets, open spaces, cityscape and mountain sight lines and important "gateways" into the City. [New Policy]

CD-1.3 Linkages

The City shall develop linkages between different parts of the City, and foster creation of unique elements that provide identity to the City and the neighborhoods and result in the creation of diverse and distinctive places. [New Policy]

CD-1.4 Gateways

The City shall designate gateway points at major entrances to the City, and prioritize their design and implementation through the City's Capital Improvements Program. [New Policy]

CD-1.5 Maintain Urban Edge

The City shall maintain a distinct urban edge, while creating a gradual transition between urban uses and open space. [New Policy]

CD-1.6 Visual Compatibility

The City shall encourage development that is visually and functionally compatible with the surrounding neighborhoods by:

1. Maintaining a height and density of development that is compatible with adjacent developed neighborhoods; and

2. Accenting entrances to new neighborhoods with varied landscaping, hardscaping, and signage treatment. [New Policy]

CD-1.7 Integrate Natural Features

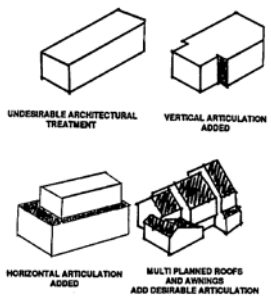
The City shall emphasize Ridgecrest's natural features as the visual framework for new development and redevelopment. Projects should be designed to fit a site's natural conditions, requiring minimum site alteration to accommodate the building plan. [New Policy]

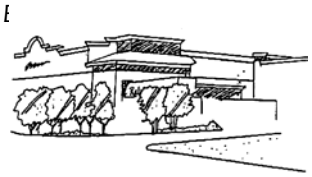
CD-1.8 Neighborhood Integrity

Projects should be designed to minimize interference with the safety, privacy, quietness and scenic views of the neighborhood.

Design Standards – All Uses

Goal CD-2	Provide a set of general design guidelines that provide a consistent level of deign in all land use designations. [New Goal].





Example of loading dock screening

ARTICULATION

CD-2.1 Articulation of Facades

All development types shall provide articulation of facades. This includes a combination of vertical, horizontal, and roofline treatments. [New Policy]

BUFFERING

CD-2.2 Screening of Transportation Facilities

Screening along arterial and collector roads should make maximum use of berming and landscaping and use fences and walls only when justified by site or safety constraints. Where block walls are unavoidable at street corners, additional setbacks shall be required to protect the visual corridor of motorists and pedestrians. [New Policy]

CD-2.3 Buffering Residential Land Uses

When placing nonresidential uses adjacent to an existing residential use or a land use designation that allows residential uses, the following guidelines shall apply:

1. Setbacks shall be increased between residential use / designation and proposed building.

2. A heavy landscape screen shall be established along the common property line, using 15-gallon and 24-inch box trees within a minimum 15-foot wide planting strip.

3. Tree and vine pockets shall be encouraged against the rear of the structure.

4. Noise-generating uses, such as loading docks and trash collection facilities, shall be located as far as possible from residential uses and shall be oriented and screened to reduce visual impacts.

5. The rear of the building should include articulation treatments similar to the front of the building to provide visual interest.[New Policy]

LANDSCAPING

CD-2.4 City-Wide Landscaping Plan

The City should develop a City-Wide Landscaping Plan to encourage well landscaped, well shaded plazas, and streets with seating areas and points of interest to promote public social gathering places. [New Policy]

CD-2.5 Create Walkable Streets

The City shall promote walkable streets in landscaping by creating shaded and sheltered sidewalks, by utilizing arcades and trees. [New Policy]

CD-2.6 Graded Areas

Any area that was graded for new developments shall be required to be revegetated by the developer. [New Policy]

CD-2.7 Drought Tolerant Landscaping

The City shall require native desert species or other drought tolerant plants, including median treatments and other City-maintained spaces, to minimize maintenance, especially irrigation. [New Policy]

CD-2.8 Ground Cover

Decomposed granite, crushed rock, cinder or other suitable aggregate should be used for ground cover to enhance retention of water in the soil and for beauty. Use of plants for ground cover, including lawns, should be selective in the interest of water conservation.

CD-2.9 Amount of Landscaping

The amount of landscaping provided must be in proportion to a whole development, be integrated with building design, enhance the appearance and enjoyment of a project and soften the effects of buildings and pavement.

CD-2.10 Irrigation Systems

An appropriate irrigation system must be provided for plants requiring irrigation. The system must be designed for conservative efficient use of water. Automatic water systems are required.

CD-2.11 Use of Reclaimed Wastewater

Develop a long range plan for the distribution of reclaimed waste water to be used in place of fresh water where applicable.

LIGHTING

CD-2.12 Adequate Lighting

The City shall require adequate lighting throughout Ridgecrest, to provide for a safe and attractive night environment. [New Policy]

CD-2.13 Lighting Plan

The City shall require a lighting plan for all commercial, industrial, and subdivision developments. The plan shall include the type and height of all

outdoor illumination and provide a point-to-point or isofootcandle diagram showing the illumination of all areas onsite and any light spillage on offsite properties based on a horizontal reading. The type of measurement to be performed shall be stated in the City's zoning ordinance. [New Policy]

MOBILITY

CD-2.14 Pedestrian Orientation

Developments shall be designed to encourage pedestrian mobility options through the provision of sidewalks, walkways, and trails, but also other design amenities that make a location more interesting and inviting for public use. Pedestrian oriented design elements that should be encouraged include:

1. Within multi-family residential developments, convenient access shall be provided from all units to common areas, such as pools, recreation rooms, laundry facilities, mailboxes, trash receptacles, and so forth.

2. Landscaped and well-shaded plazas with seating areas and points of interest, such as fountains, shall be created.

3. Shaded walkways/arcades in areas of pedestrian traffic shall be provided in order to give shelter from the elements and encourage people to walk through the commercial area. This will create a more intimate scale to larger commercial centers.

4. Separate and clearly defined pedestrian and automobile circulation within a center, especially parking areas, shall be provided by ne or more of the following:

    a. Enhanced pavings are encouraged for distinguishing pedestrian walkways.

    b. Parking lots should include one or more sidewalks within the parking area to collect persons and separate them from auto traffic.

    c. Pedestrian walkways should be oriented toward major entrances.

    d. Drive isle should run perpendicular to major stores so that pedestrian traffic is not forced to cross drive isles at several points, but instead moves parallel to traffic.

5. Deliveries should not be allowed in areas of high pedestrian traffic and shall be oriented to separate loading facilities.

6. Shaded/sheltered common areas for lunch, break, and congregational opportunities should be provided.

CD-2.15 Site Mobility

A project's various uses and activities should be logically located so that it operates efficiently and traffic problems, on- and off-site are minimized.

Public Art

Examples of public art

CD-2.16 Integrate Public Art Work into Buildings

The City shall encourage the integration of public art into the design of buildings or centers that are over 50,000 square feet of floor area, in any commercial or public land use designation, and in any industrial land use designation having office space in excess of 50,000 square feet. [New Policy]

CD-2.17 Partnerships in Art

The City should strengthen partnerships between the City and local artists, art agencies and organizations, schools, and businesses. [New Policy]

Signage

CD-2.18 Outdoor Advertising

The City shall refine its program to limit the size, appearance and number of outdoor advertising signs and billboards. [Source: Policy 1.5.2, Land Use Element]

Utilities / Infrastructure

CD-2.19 Trash Containers and Recycling Containers

Trash/recycling containers should be provided in a convenient location away from public streets and store entrances. Containers should be completely screened with materials compatible with building exteriors.

CD-2.20 Mechanical and Utility Equipment

Mechanical and utility service equipment, including meter boxes, should be designed as part of a structure and should be screened or hidden within the development. The following standards apply:

1. Trash collection, loading facilities, mechanical equipment, outdoor storage (where allowed), and antennas shall be screened from public view using both walls, enclosures, and other solid screening materials as well as landscaping. Such screenings will use colors, materials, and vertical and horizontal variations in order to be consistent with the overall design theme of the building. The next figure illustrates the use of screen walls and landscaping to screen a loading facility.

2. Onsite utilities and equipment shall be located in inconspicuous locations that are out of the public view.

3. Roof-mounted equipment shall be fully screened using a material and treatment that are compatible with the building. Screenings for multiple pieces of equipment shall be accomplished by a single screen, and not a series of screening enclosures.

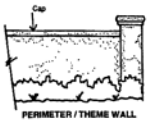
4. Solar equipment requiring full access to the sun need not be screened but must be as unobtrusive as possible.

5. Satellite dishes shall also be placed as unobtrusive as possible. [New Policy]

WALLS AND FENCES

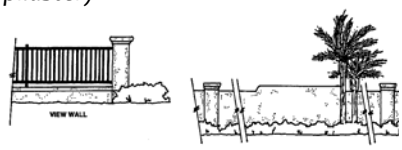
CD-2.21 Residential Walls and Fences

Residential projects shall use walls, landscaping, and identification signage to identify entries. Walls and fencing will be required to define private yard space, define the boundaries of a master plan area, or provide attenuation from traffic noise. The following standards should be applied:



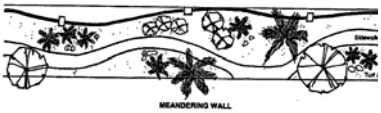
Perimeter / Theme Wall

Wall Pockets (used every third pilaster)



View Wall

Stair Step Wall on Slope



Meandering Wall

1. To avoid the appearance of a plain precession block wall, walls shall be encouraged to include decorative block or a stucco finish.

2. Walls shall use pilasters, or similar treatments, in order to break up the mass of the wall of the development and shall be defined by one of the following:

   a) Brick,
   b) Split concrete block facia
   c) Masonry over concrete block,
   c) Wrought iron,
   d) three rail wood fence,
   e) additional materials approved by the Planning Commission.

3. Perimeter boundary walls, earthen mounding or tree rows walls (walls enclosing a housing development, planned unit development, or associated facilities) shall be compatible with the architectural theme of the development. Perimeter walls should be treated/articulated to break up their mass. These treatments include, but are not limited to, use of pilasters, mixtures of wall treatments/textures, wall pockets, meandering or zigzag walls, including of view sections (i.e., wrought iron inserts), planter boxes at the base or top of the wall, and varied landscaping or earthen mounding..

4. View fencing, using a wrought iron material, is encouraged to provide views into a project. Such fencing is appropriate in walls surrounding commercial land uses, open space, or where the ends of cul-de-sacs abut the wall. View fencing is also encouraged where existing views are present. [New Policy]

CD-2.22 Non-Residential Walls and Fences

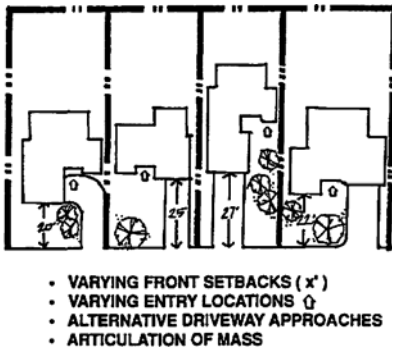
Walls used to separate residential and non-residential land uses shall have appropriate treatments to ensure that the wall is not intrusive on residential units. These walls shall be articulated on both sides. [New Policy]

Design Standards – By Land Use Type

Goal CD-3	Provide a set of design guidelines for aspects unique to residential, commercial, industrial, and mixed use land use designations. [New Goal]

CD-3.1 Single-Family Residential Design Standards

Single-family residential neighborhoods shall be designed to create a recognizable sense of place and a secure neighborhood. The following standards are encouraged for single-family residential developments:



Single-family residential site design

1. Each housing tract shall include a variety of floor plans and facade treatments for each floor plan in order to provide variety and interest in the streetscape.

2. Treatments such as porches, patio covers, and balconies are encouraged.

3. Residential structures shall be set back varying distances from the minimum allowed front yard setback in order to increase the visual diversity along a street. Setbacks should vary a minimum of 5 feet.

4. For single-family detached units, garages shall be set back a minimum of 20 feet to allow vehicles to park in a driveway and not block the sidewalk.

5. Residences should be designed to have varying entry locations and articulation of mass to provide a more attractive neighborhood.

6. When lot sizes permit, residential units should be designed so that various garage orientations can be achieved, such as entering from the front or the side.

7. All roof surfaces are encouraged to provide an overhang of at least 12 inches. An 23-inch overhang is preferred.

CD-3.2 Multi-Family Design Standards

Site design and architectural treatments shall be included in multifamily projects to provide a safe and well-designed living area that provides private and common use areas. The following design standards are encouraged for multi-family residential developments:

1. Linear entries and common landings running along the face of a building are discouraged. Entrances to individual units should be clustered. Common stairways and landings should provide access to a maximum of four units.

2. Common open spaces should be conveniently located to units within the complex, and separate, secured children's play areas are encouraged.

3. The provision of private open spaces for each unit is encouraged. This would include patios or balconies.

4. Long, unbroken lines of garages and carports on both sides of a drive aisle are discouraged. Garages and carports should be arranged to avoid blocking views of the residential units.

5. All areas not dedicated for residential units, ancillary structures, parking, and drives shall be landscaped.

6. In addition to landscaping in and around the residential units, landscaping should also be provided within the parking areas. Planters at the end of drive aisles should be used to enhance the visual perception of the drive.

7. Parking shall be distributed throughout the project so that each unit has convenient access to private and visitor parking.

8. Because of the potential bulk of multifamily structures, facade and roofline articulation are vital to providing a desirable product. Each unit should have a projection from the wall surface, which can include ledges, balconies, window alcoves, and so forth. Several rooflines should be provided for each building.

9. Multifamily units within large complexes should be divided into groups of smaller buildings instead of providing a few large structures (greater than 10 units per building).

10. All mechanical equipment including air conditioning and forced air units shall be screened using an enclosure that matches the architectural design of the building. Equipment can also be placed within private patio areas as long as these areas have a solid enclosure.

11. Carports, when used, shall be designed to avoid the flimsy appearance of thin metal supports and flat metal or fiberglass roofs. Support columns shall be designed to have the appearance of mass.

12. Lighting shall be provided to ensure safety of those living in or visiting a complex. All multifamily complexes shall provide the City with a lighting plan, including location, height, type, and brightness, for review and approval.

13. Bicycle and pedestrian linkages should be included to encourage residents to explore and actively engage in the community. [New Policy]

CD-3.3 Commercial Design Standards

Commercial projects shall contain a level of design that provides for a pleasant and safe shopping experience and encourages the movement of pedestrians throughout the project.

1. Whenever possible, structures should be sited in a cluster arrangement surrounding a common plaza on several sides. A center made up of several individual pads, each surrounded by parking, discourages pedestrian usage and emphasizes the parking facilities rather than the commercial center.

2. When buildings cannot be clustered, landscaping, pavement treatments, trellises, or other amenities shall be used to visually link the structures into a cohesive whole.

3. Entry driveways into a commercial center shall be used to make a statement of entry. Enhanced paving, wide entries with center medians, entry statement signage and landscaping are examples of possible treatments Pedestrian and bicycle circulation shall be provided.

4. It is desired that access to major roadways occur at 300-foot intervals. In addition, median breaks will only be provided on a ¼ mile interval. Reciprocal access and shared driveways will be required in order to provide a consistent and workable ingress and egress plan for an area.

5. Loading docks should be placed in the rear of buildings where it will be easier to screen these facilities from public views. If the rear of a commercial center is adjacent to residential uses, locations on the sides of buildings, requiring increased setback, or additional screening will be considered.

6. Parking lots in commercial centers will be required to provide a minimum of 15 percent landscaping. Landscaping plans should achieve the following:

a. Provide shade for parked cars. To achieve this, landscaping will be required throughout a shopping complex. Landscaping can be provided in the parking lot with a combination of finger islands and diamond planters (located at the center of four parking spaces) without obscuring traffic site lines.

b. Landscaping should be provided adjacent to all building facades in order to soften the appearance of the building.

c. Provide shade for outdoor plazas and walkways.

7. Commercial centers shall achieve a high quality design that includes the following:

d. Articulation shall be required for both facades and roof planes.

e. Buildings shall provide articulation of all building faces. Large facades shall be broken up by use articulation along the entire length of the building face, not just at the building entrance.

f. Building entrances shall have additional elements that make entries easy to identify.

g. Covered walkways shall be included when possible.

h. Varied materials and textures shall be used.

i. Accent colors should be used to add interest to large buildings.

8. Where possible, rehabilitation and renovation of existing small businesses shall be encouraged.

9. Development of commercial projects that integrate the vertical and/or horizontal mixing of uses shall be encouraged.

5.4 Implementation Measures

Table 5-1, Community Design Implementation Measures, identifies the implementation measures the City should take to implement the goals and policies of this General Plan. The implementation program lists each specific implementation measure, a reference to which General Plan policy it is implementing, who is responsible to implement the program, and the timeframe for implementation.

Table 5-1. Community Design Implementation Measures

Implementation Measure		Policy	Who is Responsible	Timeframe			
				2008-2010	2010-2015	2015-2030	On-going
1.0	The City shall develop zoning incentives to encourage innovative design in both infill and newly developing areas that optimizes the use of vacant land through flexible development standards, shared parking, landscaping, and site amenities. [New Implementation Measure]	CD-1.1	Public Services	■			
2.0	The City shall incorporate design guidance into development codes and regulations including the zoning ordinance and subdivision. [New Implementation Measure]	CD-1.1	Public Services	■			

5.1 Introduction 1
5.2 Principles of Design 1
5.3 Goals and Policies 4
5.4 Implementation Measures 14

Table 5-1. Community Design Implementation Measures 14

6 Circulation Element

6.1 Introduction

Mobility directly impacts the economic and social aspects of a community. Meeting the challenges of providing adequate mobility will depend on the development of a coordinated planning process and implementation of forward-looking solutions.

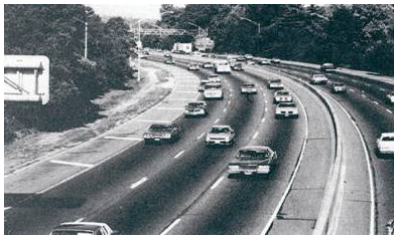
The Transportation and Circulation Element responds to the State requirement for the development of a circulation element as part of a community's general plan. This Element analyzes the City's overall circulation system, identifies relevant issues to forecast conditions and recommends a framework of goals and policies to achieve the efficient movement of people and goods within the City and surrounding area.

The Scenic Highway portion provides guidelines for the preparation of a local plan to protect scenic corridors. It provides the framework for designating scenic routes and implementing plans and programs that preserve scenic resources and enhance the aesthetic character of designated scenic routes.

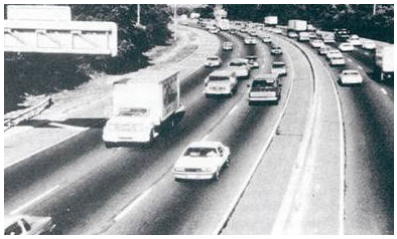
Key Terms

Class I Bikeway (Bicycle Path). Provides for bicycle travel on a paved right of way completely separated from any street or highway. This type of bike path is often located along waterfronts, railroad right-of-ways (active and

LOS A



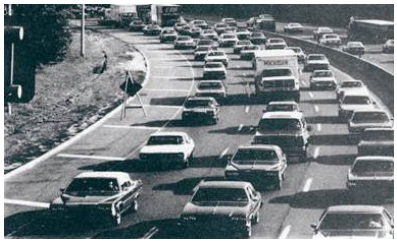
LOS B



LOS C

LOS D

LOS E



LOS F

Level of Service (LOS) examples, Highway Capacity Manual

abandoned), through parks, or stream or river channels. In most cases sidewalks cannot be considered Class I bike paths.

Class II Bikeway (Bicycle Lane). Provides dedicated on-street space for bicyclists (usually to the right of travel lanes) delineated by a white stripe, signs and pavement markings.

Class III Bikeway (Bicycle Route). Provides shared-lane use with motor vehicle traffic. As defined by Caltrans, Class III bicycle routes have signs but no striping and should direct cyclists to the superior through route. To achieve the best conditions for bicyclists and motorists to share the lane, a wide curb lane should be considered. Class III bike routes provide the least benefit to bicyclists and should be used in limited situations, such as to fill short gaps along Bike Lane corridors where inadequate space exists for short distances, or along residential streets with low speeds and low traffic volumes.

Functional Classification System. The Functional Classification System identifies existing roadway classification based upon number of lanes, capacity, location, etc. Typically, functional classification refers to collectors, arterials, expressways, freeways, etc.

Level of Service (LOS). A qualitative measurement of operational characteristics of traffic flow on a roadway or at the intersection of roadways, based on traffic volumes and facility type. Traffic operations are described in a qualitative manner using levels ranging from "A" to "F", with "A" representing the highest level of service. In determining the qualitative measure assigned to a facility or intersection, the following characteristics are considered: speed, delay, maneuverability, driver comfort and convenience. LOS can be used in transportation planning to determine appropriate sizes for facilities and identify impacts of proposed projects. In general, the following descriptions apply to the qualitative levels described above: "A" – free flow; "B" – reasonably free flow; "C" – stable flow; "D" approaching unstable flow; "E" – unstable flow; "F" forced or breakdown flow (gridlock).

Mode. Refers to a means of transportation: automobile, bus, train, airplane, pedestrian, or bicycle. Different modes of travel may require minimum facilities to meet their unique needs. In addition, there is a significant amount of overlap in facilities required for surface transportation needs.

Right-of-way. A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Transit. The conveyance of persons or goods from one place to another by means of local public transportation.

Truck Route. A defined roadway routing through the Planning Area. Trucks are defined as vehicles with a manufacturer's gross vehicle weight of 33,000 pounds or more.

6.2 Existing Conditions

The historical emphasis of transportation planning efforts in the City of Ridgecrest has been on the development of a street and highway network that would meet the demands of private automobile users and industry.

State Route 14 and U.S. Highway 395 are key north-south highways through the Indian Wells Valley. In addition to providing access to and from Ridgecrest, these facilities provide through traffic connections for inter county traffic. Recreational travelers from southern California to the mountain recreation areas use both routes heavily. State Route 178 provides east-west service through the area. It uses city streets (Inyokern Road and China Lake Boulevard and Ridgecrest Boulevard).

MAJOR CORRIDORS

Major corridors that impact Ridgecrest include state highways and roadways that serve inter-county and intra-county travel.

Major North-South Travel Corridors. There are eight north-south travel corridors within the planning area: Jacks Ranch Road, Brady Street, Mahan Street, Downs Street, Norma Street, College Heights Boulevard, China Lake Boulevard and Gateway Boulevard.

Major East-West Travel Corridors. There are seven major east-west travel corridors within the planning area: Inyokern Road (Highway 178), Drummond Avenue, Ridgecrest Boulevard, Bowman Road, Ward Avenue, Las Flores, and Springer Avenue.

Highway 178. The present routing of Highway 178 through the City of Ridgecrest and Inyokern is problematic. The route is on streets heavily used for local traffic. The route makes two, right angle turns in the City of Ridgecrest. Several stoplights must be negotiated along the route. The route is the main east-west thoroughfare in the area. These facets result in congestion on this corridor.

Highway 395. Highway-395 begins in Hesperia, California at the junction with Interstate 15 and continues north to the Canadian border, traversing high desert land, hilly areas east of the Sierra Nevada Mountains. Plants indigenous to the area along the route have good scenic qualities when wildflowers are in bloom. Highway 395 lies outside the Ridgecrest Planning Area, but is important because it intersects with China Lake Boulevard and provides the primary route into and out of the City.

State Route 14 (SR 14). SR 14 is a north-south state highway traversing the Mojave Desert to the west of the Ridgecrest Planning Area. Connecting Highway 395 in Inyokern to Interstate 5 in Santa Clarita, SR 14 provides access from the southern coastal cities in California to interior high desert areas, including Reno, Nevada.

Scenic Corridors

Ridgecrest's Scenic Corridor Plan identifies scenic corridors in the General Plan study area. The corridors, West Inyokern Road, North and South China Lake Boulevard, East and West Ridgecrest Boulevard, West Bowman Road, College Heights Boulevard, West Drummond Avenue and Jacks Ranch Road have been deemed so because of their scenic qualities and their existing or potential function as the major entries to the City.

The corridor boundary is defined by topographic features along the most southerly extent of China Lake Boulevard and by significant landmarks or man–made features, up to 1,000 feet from the center of the roadway in areas of level terrain. In areas of urban character, corridor limits have been defined as up to 200 feet from the center of the roadway.

Bicycle Routes

As an alternative to the automobile, bicycles are non-polluting, quiet, inexpensive, and a reasonably available source of transportation. The many advantages associated with bicycle travel and the public's increased interest in physical fitness has made the bicycle a much larger part of the transportation system. Bicycles can be used for a variety of short commuting trips and recreational purposes.

Ridgecrest is served by approximately 25 miles of designated bike paths, lanes and routes. However, there are gaps in the bike path network that must be completed to facilitate interconnected bicycle travel. Currently, there are nearly 50 miles of additional bike paths planned throughout the City's Planning Area. The bicycle system provides facilities to serve all types of bicycle trips including work, school, recreation, physical training and sport.

Future bicycle facilities include routes along Bowman Road, S. China Lake Blvd, Jacks Ranch Road, Brady Street and Javis Avenue. Additional bicycle facilities may be available in redevelopment areas and private developments requiring public access improvements with special consideration to service recreational areas. In addition, many bikeways may take advantage of scenic views and other visual resources.

Pedestrian Routes

Pedestrian travel exists in Ridgecrest primarily on main arterials and between areas with short distances. Providing sidewalks and paths becomes more relevant as the population increases. Ridgecrest provides pedestrian facilities within and between residential neighborhoods along with commercial and industrial areas. Pedestrian facilities are especially important in those parts of Ridgecrest where motorized transportation is the predominant mode of travel and where safety becomes an issue, including portions of China Lake Boulevard, Bowman Road and Ridgecrest Boulevard.

6.3 Circulation Diagram and Standards

The Circulation diagram depicts the proposed circulation system for the City of Ridgecrest to support existing and planned development as presented in the Land Use Diagram. The major objectives of the plan include coordinating access routes to NAWS China Lake, concentrating through traffic on arterial and collector roads, and coordinating land use and circulation planning to reduce vehicular traffic.

The City's roadway network is designed to support the development of the land uses shown on the 2030 Land Use Diagram and to reserve adequate rights-of-way for development beyond 2030. The General Plan seeks to maintain the city's relatively free-flowing traffic conditions while allowing for future growth. The City's most important policy tool for ensuring upgrading and maintenance of its roadways to provide for effective and efficient traffic movement is the Circulation Diagram and its associated standards.

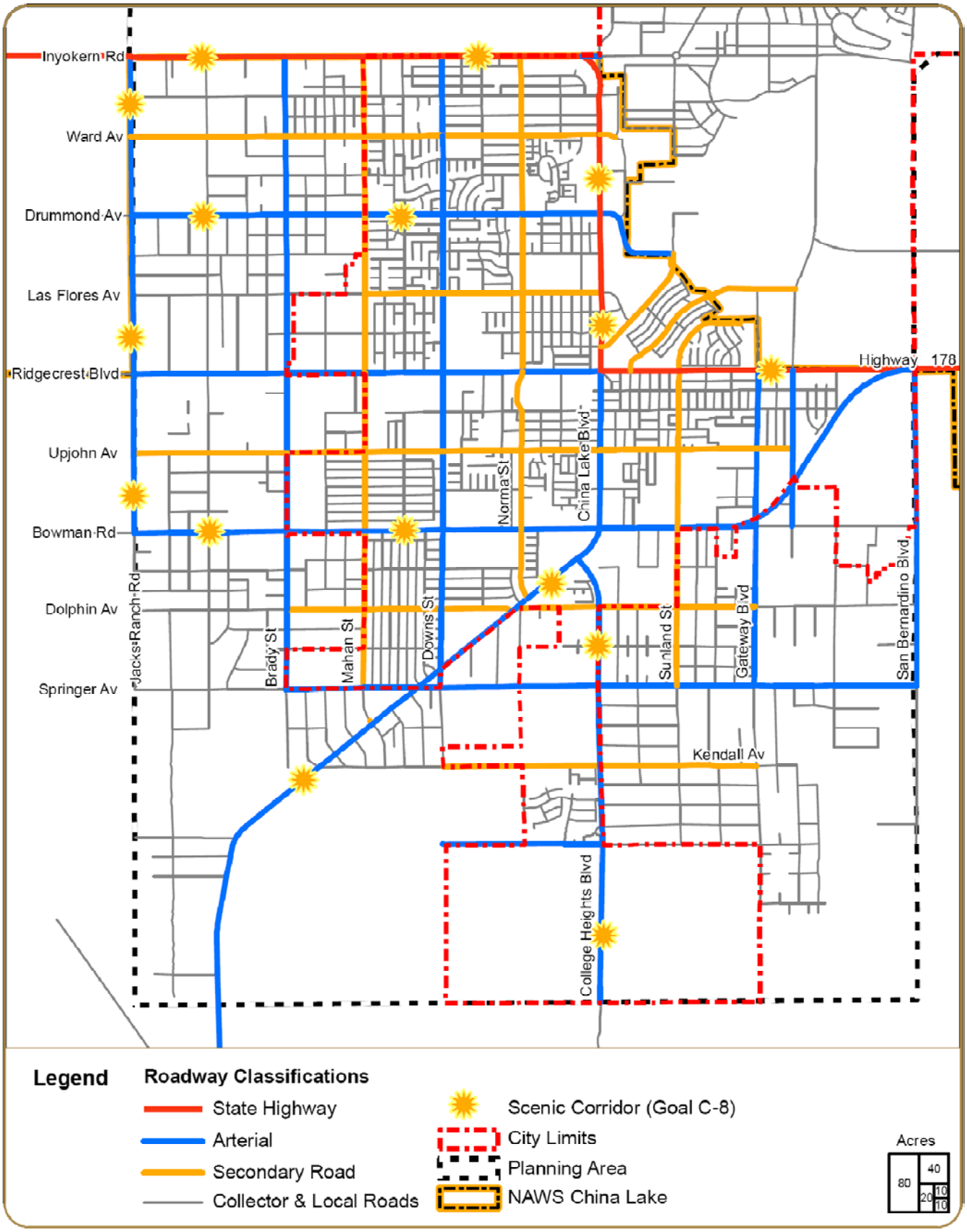
Circulation Diagram

The Circulation Diagram (included as Figure 6-1) depicts the proposed vehicular circulation system needed to support development under the Land Use Diagram. This circulation system is represented on the diagram as a set of roadway classifications that have been developed to guide Ridgecrest's long-range planning and programming. Roadways are systematically classified based on the linkages they provide and their function, both of which reflect their importance to the land use pattern and traveler.

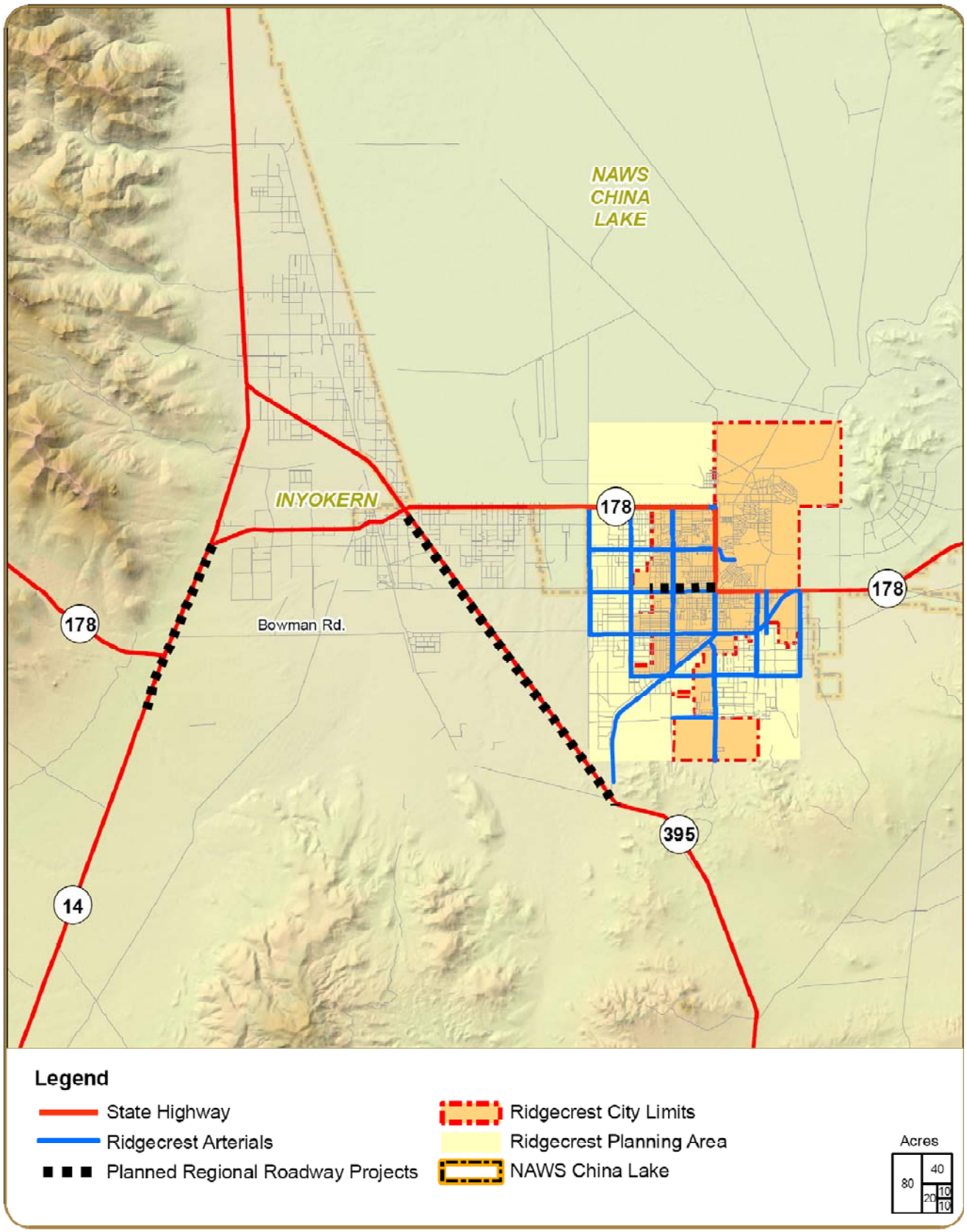
In addition to the Circulation Diagram for the Planning Area, a conceptual map depicting regional connections for the City of Ridgecrest is presented in Figure 6-2. Close coordination with Kern County will be essential in developing a sustainable transportation plan for the City. As there is a definitive symbiotic relationship between transportation and land use, future development will also have a direct relationship with the provision of an interconnected transportation network.

Roadway Classification and Standards

Roadways serve two functions: traffic movement, or mobility, and accessibility to provide mobility and to provide property access. High and constant speeds are desirable for mobility, while low speeds are more desirable for property access, particularly in residential areas. A functional classification system provides for specialization in meeting the access and



Circulation Diagram | Figure 6-1



Regonal Circulation | Figure 6-2

mobility requirements of the development permitted under the General Plan. Local streets emphasize property access; arterials emphasize high mobility for through-traffic; and collectors attempt to achieve a balance between both functions. The following roadway classifications are used in the City of Ridgecrest.

STATE HIGHWAYS

State highways provide for high volume interregional travel, and include sections with limited local access via widely spaced interchanges and local access as highways pass through communities. Within the City of Ridgecrest, state highways conform to the standards of the California Department of Transportation.

ARTERIALS

Arterials are intended to: (a) provide a high level of capacity in selected high volume corridors; (b) provide connections between the freeway system and arterials and collector streets via interchanges; and (c) provide access to major traffic generators. Arterials are moderate-speed through streets and provide for traffic at moderate speeds. Access to an arterial should be primarily accomplished through primary collector and secondary collector streets. Arterials also provide access to major traffic generators at quarter mile intervals. Arterials are generally designed with two through lanes in each direction with either on-street parking or no parking with left turn lanes. Arterials are subject to the same access standards as major arterials.

Major arterials are typically designed to accommodate up to six through traffic lanes, a parking/transit/right turn lane, and a center median with dual left turn lanes at intersections. The right-of-way for these streets should be not less than 110 feet. A driveway spacing of at least 300 feet should be maintained wherever possible. Arterials are designated throughout the Planning Area, generally creating a one-mile grid pattern.

SECONDARY STREETS

Secondary streets are intended to transfer traffic from collector and minor streets to an arterial. Average daily traffic on a primary collector will usually average less than arterial streets, but more than collector streets. Secondary streets should provide direct linkages to neighborhood shopping areas. Secondary street intersections should be staggered to discourage their use as through access ways by-passing arterials. Direct access for low density residential, commercial, and industrial uses and developments should be permitted consistent with adopted improvement standards. The right-of-way for these streets should be not less than 90 feet wide.

COLLECTOR STREETS

Collector streets are intended to carry traffic from local streets to secondary streets and arterials. Direct access should be permitted consistent with approved standards. Secondary collector streets are not delineated on the Circulation Diagram; instead they are located through the development and subdivision approval process. Collector streets are designated throughout the

Planning Area and generally have a two-lane configuration with a right-of-way of not less than 64 feet.

LOCAL STREETS

Local streets are intended as low capacity streets primarily serving low-density residential uses. Direct access to local streets is permitted consistent with adopted improvement standards. Local streets provide direct access to adjacent land. They also connect from adjacent land uses to collector streets and, in some limited instances, connect directly to arterials. Local streets should not carry traffic from one area of the community to another. Local streets should have a two-lane configuration with a right-of-way of not less than 60 feet, although narrower rights-of-way may be permitted in certain circumstances. The minimum right-of-way for local streets in areas designated for commercial and industrial is 60 feet.

6.4 Goals and Policies

General

Goal C-1	Develop an integrated transportation system through regional coordination and the development of sustainable financing mechanisms. [New Policy]

C-1.1 Circulation Diagram

The City shall utilize and maintain the Circulation Diagram to designate the classification of all major roadways, transit facilities, and bicycle facilities. [New Policy]

C-1.2 City Accessibility

The City shall improve accessibility to the City by air, rail, bus and motor vehicle. [Source: Policy 2.1.33, Circulation Element]

C-1.3 Coordination with Caltrans

The City shall coordinate with Caltrans in developing transportation policies pertaining to SR14 and US 395 that reflect Caltrans transportation policies for these roadways. [New Policy]

C-1.4 Coordination with Other Agencies

The City shall coordinate with Kern County, the Kern Council of Governments, and NAWS China Lake in developing City transportation strategies that reflect the transportation policies and needs of all entities in the region shown on Figure 6-2 so mutually beneficial solutions can be developed. [New Policy]

C-1.5 Transportation Improvement Financing

The City shall utilize the City's capital improvement program, developer dedications, public facilities fees and other mechanisms to finance transportation needs and improvements. [New Policy]

C-1.6 Additional Funding Sources

The City shall work with County, Caltrans, and other jurisdictions and agencies to secure additional funding to meet transportation funding shortfalls for priority projects and other modes of transportation. [New Policy]

C-1.7 Provision of Transportation Infrastructure and Cost Sharing

All new development projects shall be required to pay their fair share of the cost of constructing needed transportation and transit facilities, and contributing to ongoing operations and services. This shall include the costs associated with mitigating new development impacts on the capacity of existing transportation facilities and services. All essential facilities and services will be installed prior to or concurrent with such new development or phased as specified in the applicable environmental documents. This requirement shall be made a condition of project approval. [New Policy]

C-1.8 Sustainable and Compatibility-Oriented Transportation Projects

R-2508 JLUS

The City shall work with Kern COG, Caltrans, and US Department of Transportation to promote transportation projects that further sustainable and compatible land use and circulation patterns. Project funds for needed highway and road improvements (i.e., land expansion, overcrossings, etc.) should be promoted. [Source: New Policy – R-2508 JLUS]

Streets and Highways

Goal C-2	Develop a transportation and circulation system coordinated with land use to ensure safe and efficient movement of people and goods to and within the city. [Source: Circulation Element Goal 2.1].

C-2.1 Maintain Existing Streets

The City shall monitor the condition and use of all existing streets, and maintain those streets, as required, on a phased basis. [New Policy]

C-2.2 Prioritization of Street and Highway Improvements

The City shall give priority to street and highway improvements that increase safety, minimize maintenance costs, improve air quality, and increase the efficiency of the street system. [New Policy]

C-2.3 New Development

The City shall ensure that streets and highways will be available to serve new development by requiring detailed traffic studies and necessary improvements as a component of all major development proposals. [New Policy]

C-2.4 Level of Service for Local Streets and Intersections

The City shall strive to maintain LOS "C" or better for both daily and peak hour conditions. Exceptions to this standard may be considered for intersections where road improvements are not acceptable (i.e., due to factors such as the

cost of improvements exceeding benefits achieved, results are contrary to achieving a pedestrian design, or other factors) or that based upon overriding considerations regarding project benefits, an alternate LOS may be accepted. [New Policy]

C-2.5 Existing Service Levels

The City shall identify economic, design and planning solutions to improve existing levels-of-service currently below LOS C. Where physical mitigation is infeasible, the City shall consider developing programs that enhance alternative access or otherwise minimize travel demand. [New Policy]

C-2.6 Monitor Intersections

The City shall identify and monitor critical intersections on a periodic basis and construct needed improvements in a timely manner, based upon available resources, if the LOS drops below "C", unless a lower LOS has been established pursuant to Policy C-2.4. For the purposes of this policy, critical intersections are:

Signalized Intersections

- Inyokern Road and Norma Street
- Inyokern Road and China Lake Boulevard
- Ward Avenue and Norma Street
- Ward Avenue and China Lake Boulevard
- Drummond Avenue and Downs Street
- Drummond Avenue and Norma Street
- Drummond Avenue and China Lake Boulevard
- Las Flores Avenue and Norma Street
- Las Flores Avenue and China Lake Boulevard
- Ridgecrest Boulevard and China Lake Boulevard
- California Boulevard and China Lake Boulevard
- Ridgecrest Boulevard and Richmond Road
- College Heights and China Lake Boulevard

Non-signalized Intersections

- Felspar Avenue and China Lake Boulevard
- Las Flores and Downs
- Ridgecrest Boulevard and Downs Street
- Ridgecrest Boulevard and Gateway
- Upjohn Avenue and Downs Street
- Norma Street and Upjohn Avenue
- Upjohn Avenue and China Lake Boulevard
- Bowman Road and Gateway
- Bowman Road and Downs Street
- Dolphin Avenue and Downs Street
- Norma Street and China Lake Boulevard
- China Lake Boulevard and Dolphin Avenue
- College Heights and Dolphin Avenue
- Downs Street and China Lake Boulevard
- Mahan Street and Ridgecrest Boulevard [New Policy]

C-2.7 Roadway Standards

The City shall require City-maintained streets and roads to be designed and constructed according to the standards set out in this General Plan and Section 19, Subdivision Ordinance of the City of Ridgecrest Municipal Code. Recommended street cross sections are shown below in Figure6-3. [New Policy]

Figure 6.3. Typical Cross Sections

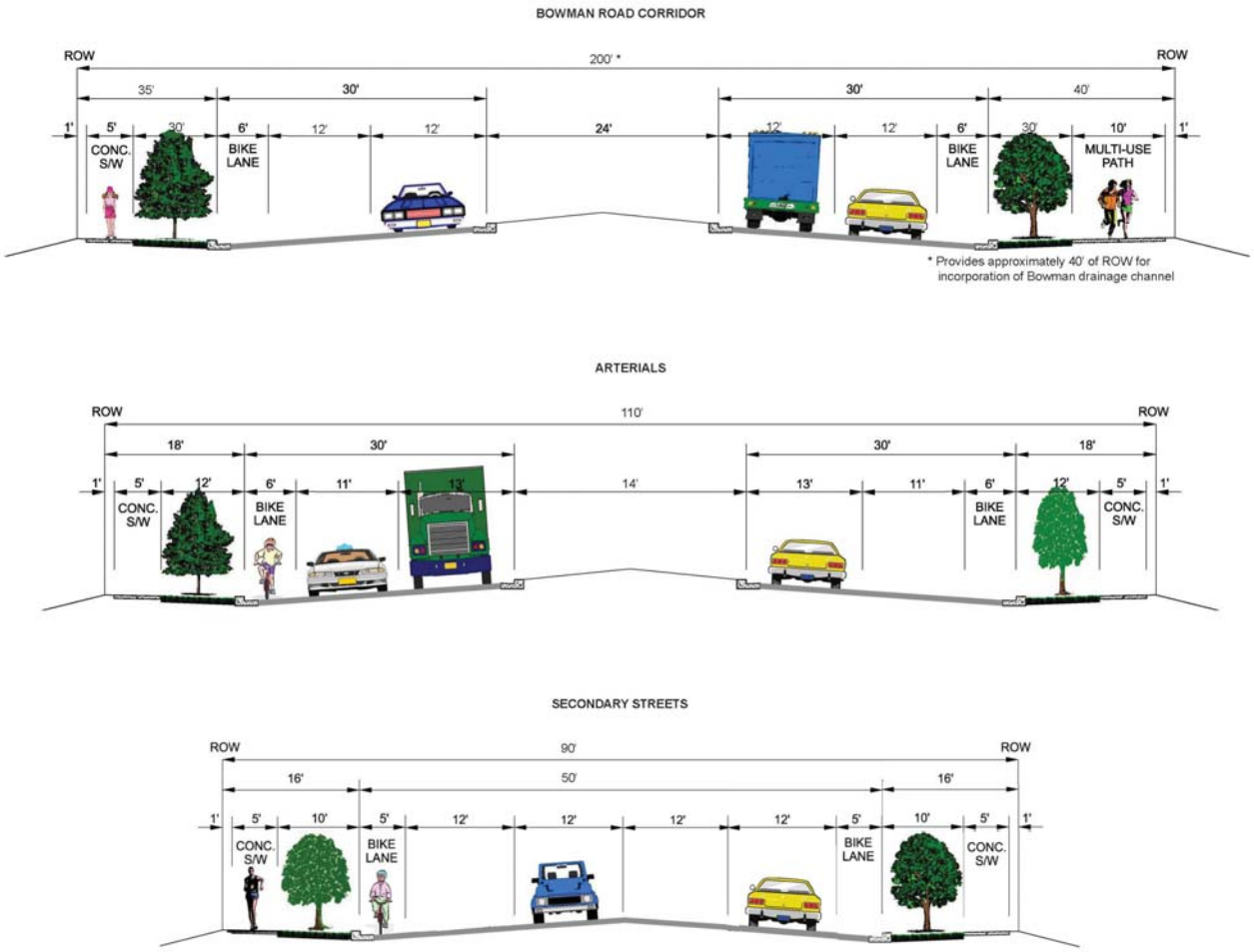
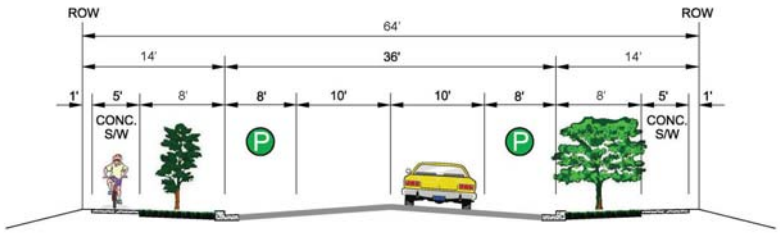
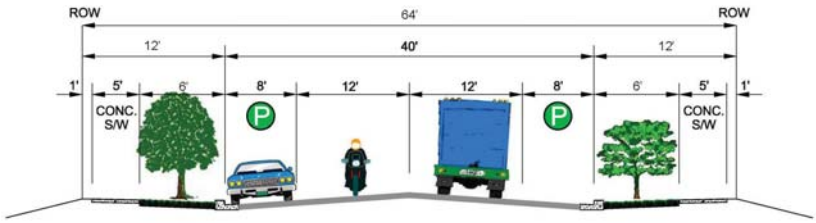


Figure 6.3, Typical Cross Sections, cont.

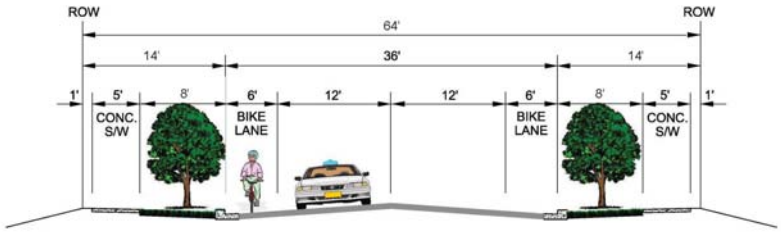
COLLECTOR - RESIDENTIAL



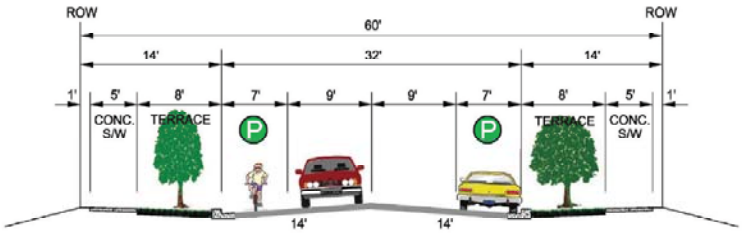
COLLECTOR - COMMERCIAL / INDUSTRIAL



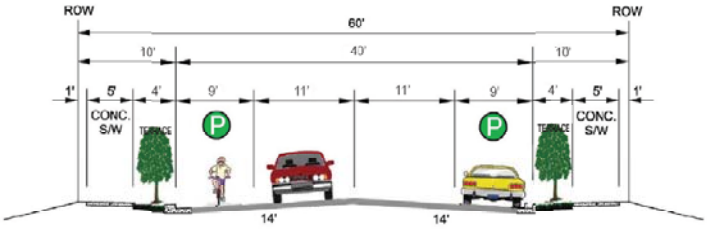
COLLECTOR - NO ON-STREET PARKING



LOCAL ROADS (1)



LOCAL ROADS (2)



C-2.8 Handicap Access

The City shall maintain a deficiency and correction list for public improvements that affect access for handicapped persons. [Source: Policy 2.1.35, Circulation Element]

C-2.9 Driveway Access

The City shall minimize direct access (driveways) to and from residences to arterials and collectors. [Source: Policy 2.1.5, Circulation Element]

C-2.10 Jack Ranch Road

The City shall encourage the use of access management techniques (i.e., use of shared driveways, intersection spacing, etc.) along Jacks Ranch Road to preserve roadway functionality. [Source: Policy 2.1.7, Circulation Element - revised]

C-2.11 East/West Circulation

The City shall improve the east/west circulation system in the City. [Source: Policy 2.1.8, Circulation Element]

C-2.12 Road Accessibility and Efficiency

The City shall improve the access to main arterial streets and the overall efficiency of circulation within the City. [Source: Policy 2.1.9, Circulation Element - revised]

C-2.13 Bowman Road Multi-Use Corridor

The City shall pursue the design for the development of Bowman Road, incorporating circulation and drainage needs, pedestrian walkways, bicycle paths, and linear park concepts. [Source: Policy 2.1.10, Circulation Element]

C-2.14 Traffic Congestion

The City shall plan and develop effective measures to relieve traffic congestion at major intersections and along arterial roads. [Source: Policy 2.1.11, Circulation Element]

C-2.15 Street Improvements, Upgrades, and Maintenance

The City shall establish an effective program, including financing, for construction of street improvements and for upgrading and maintaining existing roadways in the City. [Source: Policy 2.1.12, Circulation Element]

C-2.16 Master Drainage Plan

The City will lay out and design new streets in accordance with the Master Drainage Plan. [Source: Policy 2.1.13, Circulation Element]

C-2.17 College Heights Boulevard

The City should annex the full width of College Heights Boulevard in order to fully develop this major arterial. [Source: Policy 2.1.14, Circulation Element]

C-2.18 North Richmond Road

The City shall join with the NAWS China Lake Facilities Planning Division to address the development of North Richmond Road to meet the needs of the NAWS China Lake commuter as well as traffic accessing Gold Canyon Drive. [Source: Policy 2.1.15, Circulation Element]

C-2.19 Rural-Residential Street Classification

The City shall develop standards for a "rural residential" street classification to encourage isolated property owners to develop their roads. [Source: Policy 2.1.16, Circulation Element]

C-2.20 Reduction of Vehicular Trips

In concert with the Land Use and Community Design Elements, the City shall implement policies to reduce the number of vehicular trips between resident and work place and commercial facilities. [Source: Policy 2.1.17, Circulation Element - revised]

C-2.21 Traffic Control Facilities

The City shall require that traffic control facilities are in place prior to final occupancy of any new development. [Source: Policy 2.1.18, Circulation Element - revised]

C-2.22 Consistent Roadway Signage

The City shall continue to improve roadway signage Citywide, to ensure that signage is accurate and not obscured or obstructed by vegetation or structures: consistency and uniformity on worded transportation signs; uniform type face; consistent graphic symbols; modular sign size; grouping to reduce visual clutter wherever possible; and traffic-control devices, lighting, and related items on common poles. [New Policy]

C-2.23 Traffic Signal Timing

The City shall coordinate with local agencies to continue and expand the traffic signal timing program, with special attention to the reduction of vehicle emissions at traffic lights. [New Policy]

C-2.24 Land Use and Transportation Interaction

The City will encourage land development patterns that promote the operational efficiency of the existing and future transportation system. [New Policy]

C-2.25 Development Standards

The City will encourage all developments to substantially meet the following criteria:

1. Development shall not be located or designed in a manner that will inhibit or impair future improvement of the transportation system.

2. Dedications of land may be required to implement the adopted Circulation Diagram.

3. Vehicular and road-user service should be located close to key intersections.

4. Residences should be located away and buffered from major arterials.

5. Developments should be designed and located so that access requirements and traffic generation characteristics do not impair the safety and maintenance of the transportation system.

6. The number of driveways on arterial streets shall be limited to improve traffic flow and safety.

7. Provisions should be made for safe pedestrian and bicycle crossings of arterial, collector, or key intersections where high traffic volumes are common or anticipated. [New Policy]

C-2.26 Development Approval

The City shall require the completion of arterial intersection signalization or signage prior to the issuance of the final certificate of occupancy for all major development. [Existing Implementation Measure #8, Circulation Element]

C-2.27 Extension of Bowman Road

The City shall consider the extension of Bowman Road from Ridgecrest Boulevard to SR 14 along the old 178 freeway right-of-way in order to provide an additional connection to regional transportation corridors. [New Policy]

C-2.28 Regional Transportation Access

When considering improvements to major arterials within the Planning Area, the City shall consider the regional impact of these improvements and coordinate with Kern County on the development of alternatives as needed. [New Policy]

See also the policies under Chapter 8, Health and Safety for policies related to transportation safety and air quality

Neighborhood Traffic

Goal C-3	Provide for neighborhood, pedestrian and bicycle safety by enforcing speeding laws and ensuring compliance to the rules of the road. [New Goal]

C-3.1 Traffic Calming Measures

The City shall provide traffic calming measures on local / residential streets and require new developments to integrate traffic calming methods to site plans in order to ensure the safety of pedestrians and residents. [New Policy]

C-3.2 Roundabouts

The City shall consider the implementation of roundabouts to reinforce speed limits and safe guard the pedestrian. [New Policy]

C-3.3 Neighborhood Street Design

The City shall ensure that neighborhood streets are designed to discourage through traffic and excessive speeds. [New Policy]

C-3.4 Limiting Local Street Use

The City shall design access into residential areas to minimize non-local through traffic, encourage subdivisions to provide access from collector streets and discourage the use of local streets as alternatives (a bypass) to congested arterials. [Source: Policy 2.1.4, Circulation Element - revised]

C-3.5 Connectivity

The City shall promote connectivity throughout residential street patterns. Where cul-de-sacs are permitted, the City shall promote pedestrian and bicycle travel by including pathways as appropriate to connect cul-de-sacs to other streets or community facilities such as parks and schools. [New Policy]

Parking

Goal C-4	Provide appropriate parking for existing and future development in the City. [New Goal]

C-4.1 Minimum Parking Requirements

The City shall enforce minimum standards and periodically update the Zoning Ordinance which specifies minimum parking requirements for various types of land use. [Source: Policy 2.1.19, Circulation Element - revised]

C-4.2 Adequate Off-Street Parking

The City shall require the provision of adequate off-street parking in conjunction with new development. Parking shall be conveniently located to

new development and shall be easily accessible from the street system. [Source: Policy 2.1.19, Circulation Element - revised]

C-4.3 On-Street Parking

The City shall investigate current and future parking characteristics and develop appropriate ordinances to regulate on-street parking. [Source: Policy 2.1.20, Circulation Element]

C-4.4 Handicapped Parking Requirements

The City shall continue to require establishment and identification of, and compliance with, handicapped parking requirements. [Source: Policy 2.1.21, Circulation Element]

C-4.5 Handicap Accommodations

The City shall continue to recognize needs of handicapped persons by using design standards that ensure their safe use of all circulation systems. [Source: Policy 2.1.32, Circulation Element]

C-4.6 Shared Parking

To minimize land consumption and paving, the City shall promote shared parking among land uses whose demand for parking peaks at different times. [New Policy]

C-4.7 Support Economic Vitality

The City shall require the provision of parking facilities in a manner that will support the economic vitality of land uses served, by ensuring that:

1. Off-street parking facilities are designed and located to minimize street disruption and inconvenience to adjacent properties and streets.

2. Large parking areas are developed with screen walls or landscaped perimeter planting strips, bays, and islands to provide visual screening from direct traffic flow and high speed travel areas.

3. Adequate lighting is provided to minimize safety hazards.

[New Policy]

Alternative Transportation

Goal C-5	Encourage and provide alternative modes of transportation and alternatives to travel for all Ridgecrest residents in order to decrease dependence on single-occupant vehicular travel and reduce vehicle emissions. [New Goal]

C-5.1 Public Transportation System

The City will support a public transportation system appropriate to the needs of all City residents as an effective alternative to automobile usage. [Source: Policy 2.1.23, Circulation Element]

C-5.2 Carpooling and Vanpooling

The City shall work with major employers in the region to establish effective car and van pooling. [Source: Policy 2.1.24, Circulation Element]

C-5.3 Preferential Employee Parking

The City shall encourage preferential employee parking for carpools and van pools. [New Policy]

C-5.4 Public Parking Areas

The City shall provide public parking areas to encourage use of public transportation, car and van pooling or other para-transit systems. [Source: Policy 2.1.25, Circulation Element]

C-5.5 Energy Conservation for Public Transportation

The City shall provide a public transportation system that utilizes energy efficiency standards and meets air quality control standards. [Source: Policy 2.1.26, Circulation Element]

C-5.6 Regional Public Transportation System

The City shall coordinate with appropriate jurisdictions and agencies to encourage the development of a regional public transportation system. [Source: Policy 2.1.34, Circulation Element - revised]

C-5.7 Clustering of Land Uses in Transit Served Areas

The City shall encourage clustering of land uses in areas that are sufficiently served by existing or planned transit systems, especially when land uses are complementary. [New Policy]

C-5.8 ADA Compatible Transit

The City shall support public transit services that meet the needs of the disabled and are in compliance with the Americans with Disabilities Act. [New Policy]

C-5.9 Funding for Public Transit

The City shall continue to pursue funding mechanisms for community transit services. [New Policy]

Pedestrian and Bikeway Facilities

Goal C-6	Promote development of pedestrian and bikeway facilities for transportation and recreation. [New Goal].

C-6.1 Bicycle Parking

The City shall establish standards and requirements for bicycle parking areas. [Source: Policy 2.1.22, Circulation Element]

C-6.2 Pedestrian and Bicycle Facilities

To encourage pedestrian and bicycle activity in Ridgecrest, the City shall provide safe and convenient pedestrian and bicycle corridors that link commercial areas and employment centers with residential neighborhoods. [New Policy]

C-6.3 Bicycle Circulation System

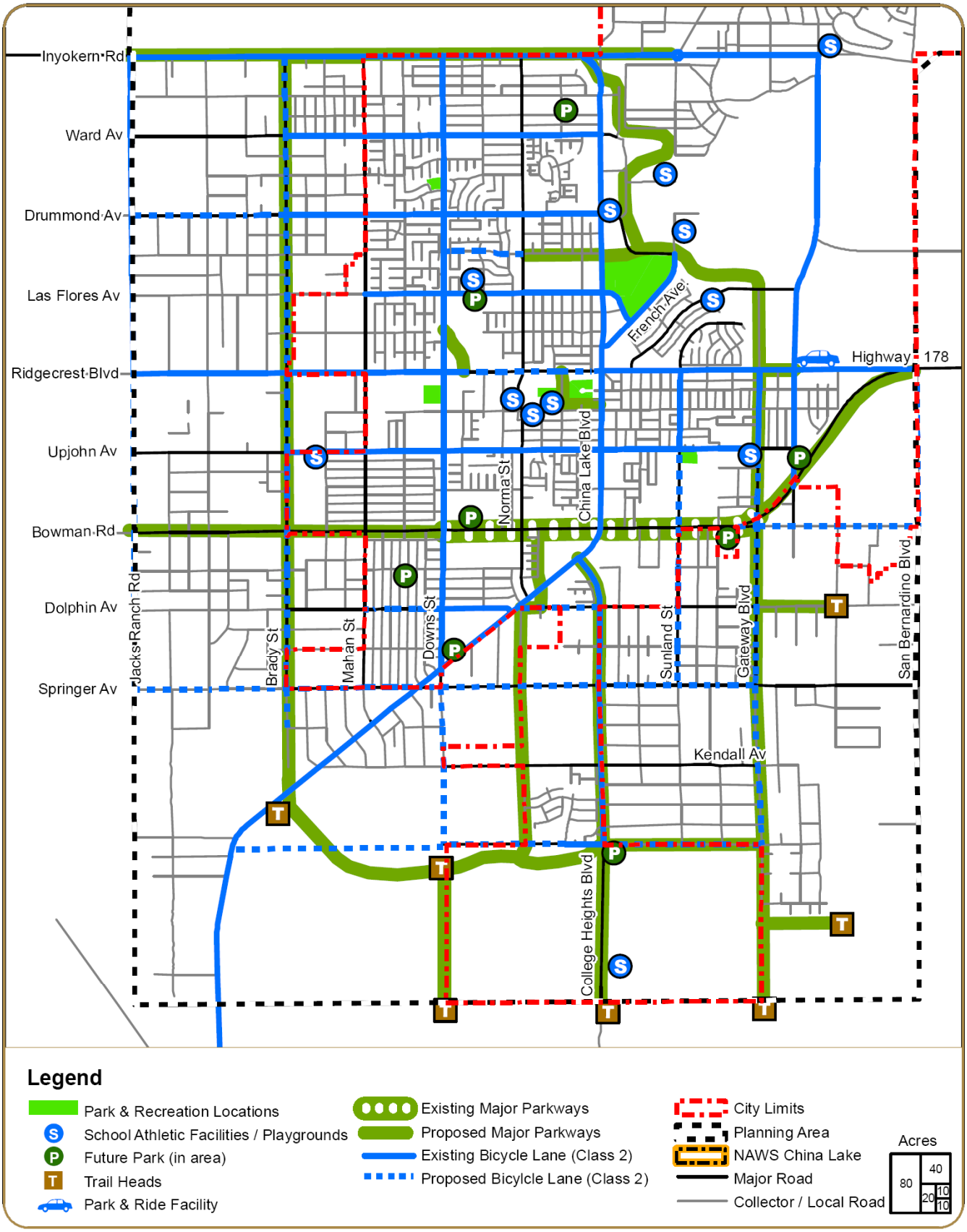
The City shall develop and maintain a complete and safe bicycle circulation system located in separate rights-of-way or physically separated from automobiles, wherever feasible, as funds are available. The City shall promote the development of a comprehensive and safe system of recreational and commuter bicycle routes that provide connections between the city's major employment and housing areas, between its existing and planned bikeways, and between schools, parks, retail shopping, and residential neighborhoods. Figure 6-4 illustrates the layout of this system. [Source: Policy 2.1.27, Circulation Element - revised]

C-6.4 Bicycle and Pedestrian Funding Sources

The City shall continue to investigate and pursue funding sources for acquisition, development and maintenance of paths and trails for bicycles and pedestrians. [Source: Policy 2.1.29, and Policy 2.1.31 Circulation Element - revised]

C-6.5 Pedestrian Facility Standards

The City shall require crosswalks, street furniture and other pedestrian safety buffers to be designed and installed for all new development or redevelopment proposals .[New Policy]



Non-Motorized Circulation | Figure 6-4

Bicycle Amenities in New Developments

The City should require provision for safe bicycle circulation in all new developments and, in areas adjacent to arterial streets, as well as including bicycle parking facilities and internal bicycle/pedestrian routes. [Source: Policy 2.1.28, Circulation Element]

C-6.6 Sidewalk Completion Program

The City shall enforce the sidewalk completion program to complete the existing pedestrian circulation system. [Source: Policy 2.1.30, Circulation Element]

C-6.7 Promote Bicycle Safety

The City shall improve bicycle safety by developing routes that will minimize conflicts with vehicles and pedestrians. [Source: Policy 2.1.6, Circulation Element and Existing Implementation Measure #12, Circulation Element - revised]

C-6.8 Trails and Pathways to Activity Centers

The City shall promote pedestrian convenience and safety through development conditions requiring sidewalks, walking paths, or hiking trails that connect residential areas with commercial, shopping, and employment centers. Where feasible, trails will be looped and interconnected. [New Policy]

C-6.9 Priority to Gap Closure

In developing bicycle and pedestrian facilities, the City shall give priority to projects that close gaps in existing networks. [New Policy]

C-6.10 Safe Routes to School

The City shall cooperate with local schools to develop, maintain, and update a Safe Routes to School program. [New Policy]

Aviation

Goal C-7	Promote and support the operation and provision of public and military airfields within the region. [New Goal].

C-7.1 Expansion of Services

The City shall support opportunities for expanding aviation services for the region at the Inyokern Airport. [New Policy]

C-7.2 Consider Military Aviation Assets

R-2508 JLUS

The City shall consider the use and operation of aviation assets at NAWS China Lake actions for the City. [New Policy – required consideration under SB 1468]

See also the policies under Chapter 3, Land Use and Chapter 4, Military Influence for policies related to planning and development in proximity to airports and NAWS China Lake

Scenic Highways and Corridors

Goal C-8	Provide for and enhance the aesthetic visual experience of travelers using the city's highway and roadway systems. [Source: Circulation Element Modified Goal 2.2].

C-8.1 Scenic Corridor Designation

The City shall select and designate the following highways and roadway alignments as city or county scenic corridors (see Figure 6-1): North and South China Lake Boulevard, East Ridgecrest Boulevard, West Bowman Road, College Heights Boulevard, West Drummond Avenue, Jacks Ranch Road, and Inyokern Road. [Source: Policy 1.5.1, Land Use Element and Policy 2.2.1, Circulation Element - revised]

C-8.2 Conformance with Scenic Corridor Standards

The City should work to achieve conformance with scenic corridor standards on all facilities designated as scenic corridors. [Source: Policy 5.3.2, Conservation Element - revised]

C-8.3 Landscaping of Scenic Corridors

The City shall require corridors along the State Highways and all major arterials designated as scenic corridors to be landscaped. Developers shall be required to provide installation and establish a means of providing for maintenance of landscaping and utility undergrounding. [New Policy]

C-8.4 Signage

The City shall develop a signage program that is consistent with the natural setting of Ridgecrest and is attractive; this excludes billboards that can look intrusive and unappealing. [New Policy]

C-8.5 Coordination of Scenic Highway Planning

The City shall coordinate scenic highway planning and implementation with Kern County and the State of California. [Source: Policy 1.5.5, Land Use Element]

C-8.6 Scenic Corridor Standards

The following standards for scenic corridors are intended as guidelines for development along corridors.

Abandoned Structures

Abandoned structures within scenic corridors should be removed.

Building Height and Setback
Careful consideration should be given to height and setback of buildings to protect important views. Building height should be encouraged to be not more than 25 feet along scenic corridors.

Building Exterior Treatment
Building exteriors should be predominantly natural appearing and use material and colors suited to the desert environment. A harmonious relationship among the various elements of a development and the natural landscape should be achieved.

Building Siting
Where feasible, buildings should be situated within a site in a manner that does not obstruct important views. Site coverage and front, rear and side yard setbacks shall be reviewed on an individual project basis to encourage the greatest possible preservation of views and scenic qualities.

Landscaping and Visual Screening
Landscaping using desert-compatible plants should be encouraged to enhance important views and screen offensive land uses. Use of earth berms or other natural materials should be encouraged for visual screening especially adjacent to a road right-of-way. Block walls and similar structures should be used only when necessitated by site constraints. When block walls are utilized, design shall incorporate elements that would mitigate a "canyon" effect.

Outdoor Advertising Signs
Erection of new off-site advertising signs and billboards along scenic corridors will not be permitted. The time for removal of such existing signs will be based on depreciation of their value. Location and dimensions of on-premise advertising signs shall be reviewed on an individual basis and, as a minimum, shall conform to City sign ordinance standards.

Utility Lines
New or relocated utility lines within 1,000 feet of a scenic highway shall be placed underground whenever feasible. Undergrounding will be accomplished in accordance with the utility's rules and tariff schedules on file with the California Public Utilities Commission. [Source: Existing Implementation Plan, Scenic Highway Element]

Goods Movement

Goal C-9	Provide for a functional and balanced network for goods movement that adequately serves existing and future industrial and commercial areas of the City. [New Goal]

C-9.1 Truck Routes

The City shall establish and enforce truck routes in existing and new development areas to efficiently serve truck traffic, minimize conflicts between truck and automobile circulation, and minimize the impact of truck traffic on residential neighborhoods and other noise-sensitive uses. As part of this effort, the City shall work to relocate the existing truck route from Ridgecrest Boulevard to Bowman Road. [New Policy]

C-9.2 Truck Route Signage

The City shall improve designated commercial vehicle and truck route signage and ensure that signage is not obscured or obstructed by vegetation or structures. [New Policy]

C-9.3 Truck Route Compliance

The City shall work with agencies and commercial businesses involved with goods movement to ensure that truck routes are adhered to by commercial vehicle drivers. [New Policy]

C-9.4 Access to Truck Routes

The City shall ensure that industrial and commercial development is near established truck routes. [New Policy]

6.5 Implementation Measures

Table 6-1, Circulation Implementation Measures, identifies the implementation measures the City should take to implement the goals and policies of this General Plan. The implementation program lists each specific implementation measure, a reference to which General Plan policy it is implementing, who is responsible to implement the program, and the timeframe for implementation.

Table 6-1. Circulation Implementation Measures

	Implementation Measure	Policy	Who is Responsible	Timeframe			
				2008-2010	2010-2015	2015-2030	On-going
1.0	The City shall develop a Circulation Master Plan that will include Bicycle and Pedestrian circulation as well as Vehicular. [Source: Policy 2.1.2, Circulation Element	C-1.1 C-6.3	Public Services (Community Development & Planning)	■			■
2.0	The City shall coordinate with Caltrans on improvements to the State highway system in the Ridgecrest Planning Area. [New Implementation Measure]	C-1.2	Public Services (Community Development & Planning); Public Works				■
3.0	The City shall coordinate with Kern County on improvements to transportation facilities traversing City and County Jurisdiction. [New Implementation Measure]	C-1.4	Public Services (Community Development & Planning); Public Works	■			■
4.0	The City shall participate in the transportation funding and programming process with the Kern Council of Governments. [New Implementation Measure]	C-1.4	Public Services (Community Development & Planning); Public Works	■			■
5.0	The City shall update its Traffic Impact Fees along with CIP updates to provide funding for the CIP project list. The fees shall also be updated annually based on a construction cost index. [Existing Implementation Measure #13, Circulation Element - revised]	C-1.5 C-2.15	Administrative Services; Public Services (Community Development & Planning)		■		■
6.0	The City shall update and implement a comprehensive Street Improvement and Maintenance Plan, including the use of the Pavement Management System. This plan shall also incorporate curbs and sidewalks. [Source: Policy 2.1.1 and Implementation Measure $4, Circulation Element]	C-2.1	Public Works		■		■
7.0	The City shall, at least every five years, conduct a traffic monitoring study of up to 20 major road segments throughout the City, and will provide the resulting traffic volumes and levels of service to the City Council and Planning Commission for review and consideration. [New Implementation Measure]	C-2.1	Public Works		■		■

	Implementation Measure	Policy	Who is Responsible	Timeframe			
				2008-2010	2010-2015	2015-2030	On-going
8.0	The City shall develop Transportation Impact Guidelines for all traffic impact studies. The guidelines shall address the evaluation of impacts on traffic, transit, bikeways and pedestrians. [New Implementation Measure]	C-2.3	Public Services (Community Development & Planning)	■			
9.0	The City shall conduct a thorough site plan review for all major new development projects to ensure consistency with goals, policies and standards of the City. [New Implementation Measure]	C-2.3 C-2.25	Public Services (Community Development & Planning)	■			■
10.0	The City shall review City street standards every five years to insure compatibility with changing truck height and weight standards. [New Implementation Measure]	C-2.7	Public Works		■		■
11.0	The City shall maintain and periodically update a schedule for synchronizing traffic signals along the City's arterial streets and freeway interchanges. [Existing Implementation Measure #7, Circulation Element - revised]	C-2.23	Public Works		■		■
12.0	The City shall review and update existing parking requirements. [Existing Implementation Measure #5, Circulation Element - revised]	C-4.1 C-4.2 C-4.3	Public Services (Community Development & Planning); Public Works	■			
13.0	The City shall create and initiate the Transit Development Plan. [Existing Implementation Measure #9, Circulation Element]	C-5.1 C-5.6	Public Services (Community Development & Planning); Public Works		■		
14.0	The City shall implement the policies of the California Clean Air Act as represented by the Southeast Desert Air Quality Attainment Plan as adopted by Kern County. [Existing Implementation Measure #10, Circulation Element]	C-5.5	Public Services (Community Development & Planning)				■
15.0	The City shall require new commercial buildings in the City of Ridgecrest to install and maintain bicycle racks and other amenities for safe bicycle circulation. [Existing Implementation Measure #11, Circulation Element]	C-6.3 C-6.7	Public Services (Community Development & Planning)	■			

Implementation Measure		Policy	Who is Responsible	Timeframe			
				2008-2010	2010-2015	2015-2030	On-going
16.0	The City shall develop and apply appropriate standards to regulate the quality of development within the designated scenic corridors. [Existing Implementation Measure #2, Scenic Highway Element]	C-8.1	Public Services (Community Development & Planning)	■			■
17.0	The City shall initiate a program to bring existing development along designated scenic corridors into conformance with scenic corridor standards through the development and implementation of specific plans. [Existing Implementation Measure #3, Scenic Highway Element]	C-8.1	Public Services (Community Development & Planning)	■			■
18.0	The City shall evaluate the feasibility for the phased removal of off-site advertising signs and billboards within scenic corridors. [Existing Implementation Measure #4, Scenic Highway Element]	C-8.7	Public Services (Community Development & Planning)		■		
19.0	The City shall develop a program to educate local businesses and industries about the truck route system. [New Implementation Measure]	C-9.1	Public Works	■			
20.0	The City shall identify and update existing truck route signage. [New Implementation Measure]	C-9.2	Public Works	■			

6.1 Introduction 1
6.2 Existing Conditions 3
6.3 Circulation Diagram and Standards 5
6.4 Goals and Policies 9
6.5 Implementation Measures 25

Table 6-1. Circulation Implementation Measures 26

Figure 6-1 Circulation Diagram 6
Figure 6-2 Regional Transportation 7
Figure 6.3. Typical Cross Sections 12
Figure 6-4. Non-Motorized Circulation 21

Error! No table of contents entries found.

7 Open Space & Conservation Element

7.1 Introduction

As the City continues to grow, it will be vital to the residents' quality of life to ensure that open space and recreational opportunities are available and accessible to everyone. The Conservation and Open Space Element has been prepared in response to this growing need as well as the need to maintain the natural and cultural attributes that make the City of Ridgecrest unique. The intent is to provide for the continued psychological and physical well being of citizens from every economic level, age group or physical ability classification.

This element recognizes the finite limits of natural resources and presents policies and measures for the conservation, development and utilization of these local natural resources. Furthermore, the identification of programs to promote community involvement in the support and maintenance of the natural environment is emphasized.

This element also identifies opportunities for enhancing the park system with related facilities and recommends a comprehensive strategy for the long-term development of a park system that can satisfy recreational, cultural, environmental, and design needs while shaping the community's open space system. The location of existing and future parks will be essential to the vitality of neighborhoods. In addition, the types of parks that are available to residents will be key to the residents' well being. Setting up an integrated

system of local, community, regional and specialized open space will provide residents with access to a variety of recreation opportunities.

KEY TERMS

Bureau of Land Management (BLM). A land management agency that administers United States public lands.

Capital Improvement Plan. A long-range plan identifying capital projects and equipment purchases, which provides a planning schedule and identifies options for financing the plan. Essentially, the plan provides a link between a municipality, school district, parks and recreation department and/or other local government entity and comprehensive and strategic plans and the entity's annual budget.

Groundwater Recharge. The process of water soaking into the ground to become groundwater.

Habitat Conservation Plan. A management plan used to identify and provide for the regional or area wide protection of plants, animals, and their habitats, while allowing compatible and appropriate economic activity.

Open Space. Open space is any parcel, area, or waterway that is essentially unimproved and devoted to an open space use. Under Section 65560 of the California State Government Code, open-space land is broadly defined as land designated for preservation of natural resources (i.e., lakeshore and watershed lands); managed production of resources (i.e., lands for agriculture, forestry, recharge of ground water basins); outdoor recreation (i.e., parks, scenic highway corridors, and areas with outstanding scenic, historic and cultural values); and public health and safety (i.e., flood plains, unstable soil areas).

Planned Unit Residential Development. A tool municipalities use to create unique, functional, and efficient planned communities, often incorporating mixed use, encouraging cluster development, and protecting farmland and open space.

Pocket Parks. Small parks located centrally in urban or residential areas, encompassing approximately 0.25 to 0.5 acres.

Recreational Area. Any public or private space set aside or primarily oriented to recreational use. This includes both parks and community centers.

Wastewater Reuse. The use of treated wastewater or reclaimed water. Reused wastewater can be applied to landscape irrigation, agricultural irrigation, aesthetic uses, groundwater recharge, industrial uses, and fire protection.

Xeriscape. The use of water conserving measures in landscaping through water conserving design, use of vegetation that can thrive in the natural

climatic conditions of the region, and implementation of efficient soils and irrigation techniques.

7.2 Existing Conditions

AESTHETIC RESOURCES

An aesthetic or visual resource is a broad term used to identify the particular scenic qualities that define a place or landscape. The City of Ridgecrest's aesthetic setting can generally be described as an urban area set within a rural backdrop. Consequently, the Planning Area is defined by several natural and human-made aesthetic resources, including a variety of natural features (i.e., desert areas, mountain views, etc.), scenic corridors, and urban landscapes (i.e., urban parks, low rise residential development). Each of these unique aesthetic resources is discussed below.

Natural Features

The City of Ridgecrest enjoys a prime scenic location within the upper Mojave Desert and is surrounded on all sides by four mountain ranges: Sierra Nevada Mountains to the west, the Cosos to the north, the Argus Range on the east, and the El Paso Mountains to the south. Scenic vistas of the mountains and the surrounding desert are found throughout the City. Desert landscapes are comprised of desert scrub habitats. Views of these desert habitat areas would include a variety of unique plant species including creosote bush, desert agave, barrel cactus, and Mohave yucca.

Scenic Corridors

Ridgecrest's Scenic Corridor Plan identifies several scenic corridors in the Planning Area. These corridors include West Inyokern Road, North and South China Lake Boulevard, East and West Ridgecrest Boulevard, West Bowman Road, College Heights Boulevard, West Drummond Avenue and Jacks Ranch Road and have been identified so because of their scenic qualities and their existing or potential function as gateways into the City.

A typical corridor boundary is defined by existing topographic features along these roadways and by any significant landmarks or man–made features, up to 1,000 feet from the center of the roadway in areas of level terrain. Within more urban areas of the Planning Area, corridor limits have been defined as up to 200 feet from the center of the roadway.

Typical motorist views throughout the Planning Area, range from foreground (0 to ½ mile), to middle ground (½ mile to 2 miles), to background (greater than 2 miles). Owing to the flat topography, views within the urban areas from the roadway consist of open space (such as in parks), commercial uses, and residential areas with the desert and mountain ranges in the background. Roadways along the periphery of the City of Ridgecrest provide uninhibited views of the surrounding upper Mojave Desert and mountain ranges.

State Scenic Highways

The California Department of Transportation (Caltrans) identifies several elements that define a State Scenic Highway. The scenic designation of the

highway may depend on how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. For an eligible scenic roadway to be officially designated as a State Scenic Highway the local agency must adopt a scenic corridor protection program and apply to Caltrans for scenic highway approval. Kern County does not contain any Caltrans designated scenic corridors. However, State Highway 14 and State Highway 58 are eligible for designation as State Scenic Highways and are located south, west, and east of the City.

Urban Landscapes

The City's urban landscape is also considered an important aesthetic resource. The City is characterized by low rise buildings (one or two stories), lower density residential, and commercial uses surrounded by vast open space. Higher intensity development (commercial, office, civic, and institutional uses) lies adjacent to primary thoroughfares such as Ridgecrest Boulevard, Highway 178, Bowman Road, and China Lake Boulevard. Less intensive uses, including rural residential and natural open space, are located on the urban fringe of the City. Urban parks that provide for a variety of uses, including organized sports, can be seen throughout the City.

Biological Resources

In general, wildlife habitats provide food, shelter, movement corridors, and breeding opportunities for a variety of wildlife species. Habitats can be classified in broad terms with an emphasis on vegetation structure, and include other elements such as vegetation species composition, soil structure, and water availability. Climatic conditions also affect habitat types and the Ridgecrest Planning Area is comprised of a limited number of habitats that thrive in dry desert-like conditions. These habitats primarily consist of alkali and desert scrub habitats in addition to urban areas that provide some minimal habitat values to wildlife. Outside of urban areas, desert scrub habitat dominates the Planning Area.

In addition to wildlife habitats, there are several unique special status species with potential to occur in the Planning Area. These species include the American Badger (*Taxidea taxus*), desert tortoise (*Gopherus agassizii*), and the California condor (*Gymnogyps californianus*).

Cultural Resources

Cultural resources are defined as buildings, sites, structures, or objects that have historical, architectural, archaeological, cultural, or scientific importance. Once settled by the Kawaiisu Indians, the rich history of the Indian Wells Valley extends well before western settlement of the area. This history, coupled with the first exploration and settlement of the region in the early 1800s, provides ample opportunity to preserve the known assets and discovery of new assets significant to the cultural and historical value of the community.

PARKS AND RECREATION / OPEN SPACE

The City of Ridgecrest offers a variety of recreational opportunities through its Parks, Recreation, and Cultural Affairs Department. Within the Planning Area, the City currently operates seven parks totaling 103.5 acres of parkland. Based on a 2007 population in the City of 27,944, the City maintains/manages 3.7 acres of parkland per 1,000 residents.

The City does not currently have a parks master plan to guide future development, and the General Plan update will need to provide a policy framework to help guide future park development and recreation programs.

Parks

Parks in the City of Ridgecrest range from as small as ½ acre to parks as large as 56 acres. Parkland in the City includes parks owned and operated by the City as well as a park owned by Kern County and operated by the City (Leroy Jackson Park Sports Complex).

Sport Complexes & Special Purpose Facilities

The City of Ridgecrest has a variety of sports complexes to serve youth and adult recreational sports programs and leagues. These sports complexes include about 68 acres of baseball fields, football fields, tennis courts, and soccer fields. In addition, the City also operates two special purpose facilities including a skate park and community pool.

Community and Senior Centers

Ridgecrest has a multifunctional community center (the Kerr McGee Community Center) and a senior center (Ridgecrest Senior Center) that provide services to the residents of Ridgecrest as well as the unincorporated parts of the Indian Wells Valley.

National, State and County Parks

Several national, State, County and BLM wildernesses are located in close proximity to the Planning Area, which complement the City's recreational resources. Opportunities are extensive and include: Inyo National Forest, El Paso Mountains Wilderness, Golden Valley Wilderness, Kiavah Wilderness, Owens Peak Wilderness, Sequoia-Kings Canyon National Park and Death Valley National Park. In addition, BLM has extensive land holdings in the area, many of which are available to the public to support a range of outdoor activities.

Table 7-1 Ridgecrest Park Inventory

	Park	Acres	Ball Diamond	Basketball Court	Gym	Playground	Tennis	Volleyball	Soccer/Football Field	Swimming Pool	Meeting Rooms	Other
Parks	Freedom Park	19.8										Picnic Area, Gazebo, Fountain & Memorial
	Hellmers Park	5.0										Frisbee Golf, Picnic Areas & Horseshoe Pits
	James M. Pearson Memorial Park	4.5		1		1						Picnic Areas
	Moyer Park	0.5										Greenbelt
	Upjohn Park	6.0		1		2						Restrooms, Picnic Areas & Horseshoe Pits
Sports Complexes, Special Use Facilities, and Community Centers	Kerr McGee Youth Sports Complex	11.7	4			*			1			Restrooms, All areas lighted
	Kerr McGee Community Center	0.7		1	1	1		1			7	Restrooms., Showers, Full Kitchen, Fitness Room & Aerobics Room
	Leroy Jackson Park Sports Complex	56.0	3			*	4		3			Picnic Area, Skate Park, All areas lighted
	Ridgecrest Senior Center	N/A									3	Cooling Center, Activity Center & Senior Meals
	Ridgecrest Skate Park	0.5										
	Sgt. John Pinney Memorial Pool	4.0								1		Picnic Areas
	Bowman Linear Park*	25.4										Class I Bicycle Path
TOTAL		**134.1**	**7**	**3**	**1**	**4**	**4**	**1**	**4**	**1**	**10**	

* Being Developed

7.3 Goals and Policies

General

Goal OSC-1	To create an orderly process for the development of appropriate recreational and cultural facilities and for the preservation of desirable open space in the city. [Source: Open Space Element, Goal 4.1].

OSC-1.1 Designate a Coordinating Committee

The City shall establish a Parks, Recreation, and Open Space Coordinating Committee to oversee compliance with the goals and the policies herein. [Source: Modified Policy 4.1.1, Open Space Element]

OSC-1.2 Create a Citizens Advisory Group

The City shall designate an Ad hoc citizen's advisory group to address parks, cultural and open space issues on an as-needed basis. [Source: Policy 4.1.3, Open Space Element]

OSC-1.3 Protect Natural Resources

The City shall strive to protect natural resource areas, wildlife habitat areas, scenic areas, open space areas and parks from encroachment or destruction by incompatible development. [New Policy]

OSC-1.4 Coordinate with Kern County for Open Space Preservation

The City shall coordinate with Kern County to ensure City issues are incorporated into future regional plans. [New Policy]

OSC-1.5 Creation of Buffers

In new development areas, the City shall encourage the use of open space or recreational buffers between incompatible land uses. [New Policy]

OSC-1.6 Protection of Culturally Significant Lands

Of agencies that have jurisdiction over historical, archaeological, and geological significant lands, the City shall support efforts to conserve, and when appropriate, develop and utilize such resources for the public benefit and enjoyment. [Source: Policy 5.5.4, Conservation Element]

Aesthetic Resources

Goal OSC-2	To protect and enhance the natural setting and scenic resources within the City. [New Goal]

OSC-2.1 Preservation of Aesthetic Views

The City shall preserve important public views and viewsheds by ensuring that the scale, bulk and setback of new development does not significantly impede or disrupt them and ensure that important vistas and view corridors are enhanced. Require development to provide physical breaks to allow views into these vistas and view corridors. [New Policy]

OSC-2.2 Protect and Enhance Scenic Resources

The City shall protect and enhance the scenic resources and significant natural features and, where appropriate, prohibit land uses that could degrade distinctive natural features. [New Policy]

OSC-2.3 Preserve Natural Aesthetic Resources

The City shall preserve significant plant communities and native desert vegetation wherever possible. [New Policy]

OSC-2.4 Discourage Removal of Significant Resources

The City shall identify and discourage the removal of significant trees. Where removal is required for new development, require a two-for-one replacement or transplantation. [New Policy]

OSC-2.5 Siting Transmission Lines

The City shall avoid the siting of transmission lines interfering with scenic views. [New Policy]

OSC-2.6 Control of Lighting and Glare

The City shall require that all outdoor light fixtures including street lighting, externally illuminated signs, advertising displays, and billboards use low-energy, shielded light fixtures which direct light downward. Where public safety would not be compromised, the City shall encourage the use of low-pressure sodium lighting for all outdoor light fixtures. [New Policy]

Cultural and Historical Resources

Goal OSC-3	To identify, protect, and enhance the City's archaeological and historical resources. [New Goal]

OSC-3.1 Evaluation of Historic Resources

The City shall use appropriate State and Federal Standards in evaluating the significance of historical resources that are identified in the City. [New Policy]

OSC-3.2 Historic Structures and Sites

The City shall support public and private efforts to preserve, rehabilitate, and continue the use of historic structures, sites, and districts. Where applicable, preservation efforts shall conform to the current Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Building. [New Policy]

OSC-3.3 Archaeological Resources

The City shall support efforts to protect and/or recover archaeological resources. [New Policy]

OSC-3.4 Historical Resources Inventory

The City shall prepare a historical resources inventory and use State and Federal Standards in evaluating historical resources for their significance. [New Policy]

OSC-3.5 Mitigation Monitoring for Historical Resources

The City shall develop standards for monitoring of mitigation measures established for the protection of historical resources prior to development. [New Policy]

OSC-3.6 State Historic Building Code

The City shall establish construction standards for the protection of historic resources during development and use the State Historic Building Code for designated properties. [New Policy]

OSC-3.7 Discovery of Archaeological / Paleontological Resources

In the event that archaeological / paleontological resources are discovered during ground disturbing activities, the City shall require that grading and construction work within 100 feet of the find shall be suspended until the significance of the features can be determined by a qualified professional archaeologist / paleontologist as appropriate. The City will require that a qualified archeologist / paleontologist make recommendations for measures necessary to protect the find; or to undertake data recovery, excavation, analysis, and curation of archaeological / paleontological materials, as appropriate. [New Policy]

OSC-3.8 Native American Resources

The City shall consult with Native American representatives to discuss concerns regarding potential impacts to cultural resources and to identify locations of importance to Native Americans, including archeological sites and traditional cultural properties. Coordination with the Native American Heritage Commission should begin at the onset of the review of a proposed project. [New Policy]

OSC-3.9 Preserve Local Cultural Heritage

The City shall take steps to support the preservation of the local cultural heritage through public awareness such as tours of historical sites. [Source: Modified Policy 4.2.9, Open Space Element]

Energy and Water Conservation

Goal OSC-4	To develop a conservation program to reduce the use of non-renewable energy sources and make full use of local sustainable resources, including solar and wind energy. [Source: Goal 5.4, Conservation Element]

OSC-4.1 Educational Programs

The City shall promote greater public awareness of desert habitat, flora, and fauna as a unique and limited resource in Indian Wells Valley, and support public agency and private organization education programs to preserve or restore natural desert habitats. [Source: Modified Policy 5.3.1, Conservation Element]

OSC-4.2 Water Conservation Programs

The City shall develop programs to encourage water conservation in conjunction with the IWVWD and other interested agencies. [Source: Policy 5.3.3, Conservation Element]

OSC-4.3 Alternative Energy Educational Program

The City shall establish an energy education program to increase public awareness of conservation and other alternative energy sources, such as solar energy. [Source: Policy 5.3.4, Conservation Element]

OSC-4.4 Promote Resource Conservation Awareness

The City shall take a leadership role in promoting resource conservation awareness through educational programs to the public by encouraging public agencies to establish a stronger approach to conservation. [Source: Modified Policies 5.2.6 and 5.3.5, Conservation Element]

OSC-4.5 Uniform Building Codes

The City shall adopt the updated Uniform Building Codes to establish minimum energy efficiency standards for buildings. [Source: Modified Policy 5.4.1, Conservation Element]

OSC-4.6 Energy Conservation Technologies

The City shall require use of energy conservation technologies in new construction and the retrofit of existing buildings as required by state law. [Source: Modified Policies 5.4.2 and 5.4.3, Conservation Element]

OSC-4.7 Non-conventional Energy Efficient Housing

The City shall encourage non-conventional energy-efficient housing, such as row or bermed housing. [Source: Policy 5.4.4, Conservation Element]

OSC-4.8 Use of Low-Income Grants or Subsidies

The City shall encourage low income households to utilize grants or subsidies offered by utility purveyors or governmental agencies to meet energy efficiency standards. [Source: Policy 5.4.5, Conservation Element]

OSC-4.9 Energy Efficient Land Use Patterns

The City shall reduce dependence on the automobile and encourage energy-efficient land use patterns through close-in development, creating stronger public transportation systems inclusive of pedestrian and bicycle paths, and implementing mixed-use designs.. [Source: Modified Policy 5.4.6, Conservation Element]

OSC-4.10 Make Available Energy Utilization Information

The City shall create and compile existing energy utilization information and make this information available to the public. [Source: Policy 5.4.7, Conservation Element]

OSC-4.11 Passive Solar Techniques

The City shall encourage the use of passive solar techniques, such as building siting, thermal mass, solar access, landscaping and roadway design, in all new public, and private commercial and industrial construction. [Source: Policy 5.4.8, Conservation Element]

OSC-4.12 Alternative Energy Utility Business

The City shall continually monitor and assess the feasibility of the City entering the alternative energy utility business. [Source: Policy 5.4.9, Conservation Element]

OSC-4.13 Solar and Wind Energy Systems

The City shall continuously monitor and assess active and/or passive solar energy systems in all new construction. [Source: Modified Policy 5.4.10, Conservation Element and Parks and Recreation Subcommittee]

OSC-4.14 Green Building Features

The City shall require green building practices, such as recycled, renewable, and reused materials; efficient lighting/power sources; design orientation; roof top gardens, etc. in new construction. [New Policy]

OSC-4.15 Local and State Programs

The City shall participate in local and state programs that encourage energy conservation and reduction methods. [New Policy]

OSC-4.16 Landscape Improvements

The City shall encourage the planting of shade trees along all City streets to reduce radiation heating. [New Policy]

OSC-4.17 Alternative Energy Vehicles

The City shall use alternative energy vehicles, where feasible, to provide public services. [New Policy]

Biological Resources

Goal OSC-5	To continue to make the Indian Wells Valley a desirable place to live, work, and enjoy leisure time, by maintaining the high level of environmental quality characteristic of the Indian Wells Valley. [Source: Conservation Element, Goal 5.1 - revised]

OSC-5.1 Off-Highway Vehicles

The City shall prohibit off-highway vehicle use in designated habitat preservation areas, as well as in ecologically important and sensitive lands. [Source: Modified Policy 5.1.8, Conservation Element]

OSC-5.2 Cerro Coso Community College

The City shall support the BLM's efforts to retain natural open space areas surrounding Cerro Coso Community College. [Source: Policy 4.3.8, Open Space Element and Policy 5.1.9, Conservation Element]

OSC-5.3 Maintain Biological Resource Database

The City shall maintain a current database of biological resources, including maps that identify the locations of specific environmentally-sensitive habitats and lists of special-status species. [New Policy]

OSC-5.4 Development Review

The City shall review development proposals in accordance with applicable Federal, State and local statues protecting special-status species and jurisdictional wetlands. [New Policy]

OSC-5.5 Requirements for Biological Studies

On sites that have the potential to contain special-species, critical / sensitive habitats or are within 100 feet of such areas, the City shall require the project applicant to have the site surveyed by a qualified biologist in order to determine the biological impact of the development. A report on the findings of the survey shall be submitted to the City as part of the application process. [New Policy]

R-2508 JLUS

OSC-5.6 Regional Habitat Conservation Plan

The City shall consider the adoption of the West Mojave Habitat Conservation Plan as the regional habitat conservation plan. [New Policy – R-508 JLUS]

OSC-5.7 Appropriate Mitigation Measures

The City shall consider using appropriate mitigation measures for future projects (i.e., specific plans or individual projects) based on mitigation standards or protocols adopted by the applicable statute or agency (e.g., USFWS, CDFG, etc.) with jurisdiction over any affected sensitive habitats or special status species. [New Policy]

OSC-5.8 New Development in Sensitive Areas

The City shall require that new development in areas that are known to have particular value for biological resources be carefully planned and where possible avoided so that the value of existing sensitive vegetation and wildlife habitat can be maintained. [New Policy]

Groundwater and Water Resources

Goal OSC-6	To ensure that a supply of acceptable quality water is available to meet the present and future needs of the City and the Indian Wells Valley. The City shall continue to support the Indian Wells Valley Water District [Source: Goal 5.2, Conservation Element]

OSC-6.1 Reduce Surface and Runoff

The City shall require a construction plan prior to the groundbreaking that uses site design and grading techniques to reduce the amount of impervious surface and runoff for all new urban commercial or residential developments proposed projects. [Source: Modified Policy 5.1.10, Conservation Element]

OSC-6.2 Solid and Liquid Waste Disposal

The City shall require the disposition of solid and liquid wastes in a manner consistent with state and federal regulations to prevent contamination of the aquifer. [Source: Modified Policy 5.1.11, Conservation Element]

OSC-6.3 Establish a Sustainable Yield of Groundwater

The City shall work in partnership with the Indian Wells Water Valley Water to establish a reasonable population limit for the City and Indian Wells Valley in order to reflect the basin's capacity for sustainable yield of groundwater for future studies. [Source: Policy 5.1.12, Conservation Element]

OSC-6.4 Investigate Groundwater Recharge Methods

The City shall investigate methods of expanded reuse or tertiary treatment of wastewater for groundwater recharge, industrial use and landscape irrigation, and implement effective methods where feasible. [Source: Modified Policy 5.1.13, Conservation Element]

OSC-6.5 Over-Extraction of Groundwater

The City shall discourage further increases in groundwater extraction for water intensive uses such as non-native landscaping and water-intensive agricultural crops. [Source: Policy 5.1.14, Conservation Element]

OSC-6.6 City-Wide Water Conservation Practices

The City shall encourage water conservation on a city-wide basis. [Source: Policy 5.1.15, Conservation Element]

OSC-6.7 Water Conservation Practices for Municipal Buildings

The City shall investigate and implement water efficient devices for existing and future municipal buildings. [Source: Policy 5.1.16, Conservation Element]

OSC-6.8 Investigate Unnecessary Water Losses

The City shall evaluate, define, and correct water losses on City property that are detrimental to conservation efforts. [Source: Policy 5.1.17, Conservation Element]

OSC-6.9 Water Efficient Landscaping

The City shall encourage using water efficient landscaping practices, where possible, for all City landscaping. [Source: Policy 5.1.18, Conservation Element]

OSC-6.10 Building Codes

The City shall update the building code to encourage the use of recycled or grey water for landscaping. [Source: Modified Policy 5.1.19, Conservation Element]

OSC-6.11 Indian Wells Valley Water District Urban Water Management Plan

The City shall support and adopt the goals of the Indian Wells Valley Water District (IWVWD) Urban Water Management Plan. [Source: Policy 5.2.1, Conservation Element]

OSC-6.12 Groundwater Dynamics of the Indian Wells Valley Groundwater Basin

The City shall support efforts to more accurately determine the groundwater dynamics of the Indian Wells Valley groundwater basin. [Source: Policy 5.2.2, Conservation Element]

OSC-6.13 Support Research for Alternative Sources of Water

The City shall support the IWVWD and NAWS efforts to identify and secure alternative sources of water supply. [Source: Policy 5.2.3, Conservation Element]

OSC-6.14 Support Development of Efficient Pumping Patterns

The City shall support efforts by the IWVWD, NAWS and other water purveyors to develop sound pumping patterns through well field redesign, and, where possible, consolidate systems. [Source: Policy 5.2.4, Conservation Element]

OSC-6.15 Valley Wide Water Policy

The City shall support the efforts of the Indian Wells Valley Water District toward consideration of the creation of a valley wide water policy to control the exportation of water from the Indian Wells Valley. [Source: Policy 5.2.5, Conservation Element]

OSC-6.16 Identify Possible Groundwater Recharge Aids

The City shall identify flood plains, aquifer recharge areas and natural drainage courses, where possible, as open space to aid groundwater recharge. [Source: Policy 5.5.3, Conservation Element]

Parks and Recreation

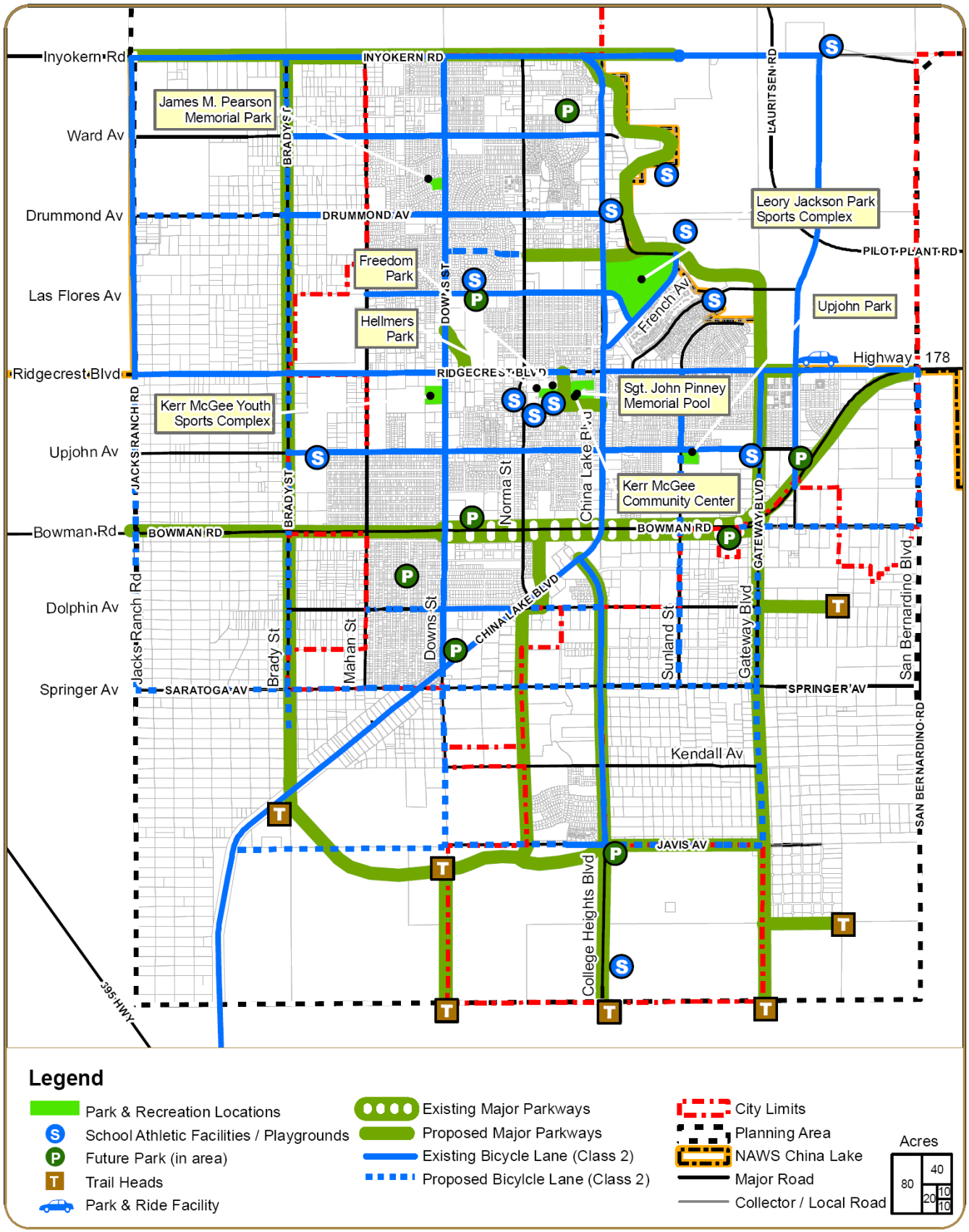
Goal OSC-7	To encourage recreation for and self-development of, city residents through the development of a comprehensive parks, recreation, and cultural system with a focus on facilities and programs. [Source: Open Space Element, modified Goal 4.2]

OSC-7.1 Develop a Master Plan

The City shall prepare and adopt a Parks, Recreation, and Open Space Master Plan to address the size, location, as well as maintenance services and facilities of future parks, and open space sites. This plan should incorporate the needs identified on Figure 7-1, Parks and Recreation Plan. [Source: Modified Policy 4.1.2, Issues and Problems 4, Open Space Element]

OSC-7.2 Recreational Facilities

The City shall plan and develop highly visible recreational facilities that are responsive to desert climatic conditions and accessible to the population they are intended to serve. [Source: Modified Policy 4.2.1, Open Space Element]



Parks & Recreation Plan | Figure 7-1

OSC-7.3 Park Facility Standards

The City shall provide park facilities in accordance with following adopted park standards:

Table 7-1 Ridgecrest Park/Facility Standards & Future Growth	
Park Description	**Standards**
Pocket Parks	No set standard: 0.25 to 1 acre
Neighborhood Parks	1 acre / 1,000 persons ; 1 acre to 5 acres; ¼ service radius; minimum facilities include open lawn play areas, walkways, playgrounds designated by age groups, shaded picnic shelters, basketball ½ courts, dog parks and possibly small restrooms. **As of 2009 Neighborhood Parks: Hellmers Park 5 acres; Pearson Park 4.5 acres; Upjohn Park 6 acres**
Community / Regional Parks	4 acres / 1,000 residents; extended space and includes all sports fields and specialized game courts that service organized teams or specific sports; activities include baseball, softball, basketball full courts, football, soccer, tennis, frisbee golf, skate parks, trick bike parks, jogging/walking, motorcycle/BMX racing parks, paint ball and other specialized uses. Areas will include concessions, playgrounds designated by age groups, small and large sized shaded picnic shelters, full sized restrooms and paved parking. **As of 2009 Community/ Regional Parks: Freedom Park 19.8 acres; Kerr McGee Youth Sports Complex 11.7 acres; Leroy Jackson Park Sports Complex 56 acres.**
Parkways (Linear) Parks / Trails	Linear parks are intended to provide bicycle paths and hiking/jogging trails throughout the community. They may frequently be developed within a 30' – 100' width adjacent to major streets. If possible, safety lighting, benches and exercise equipment placed along trails.
Swimming Pool / Aquatics Complex	1 public pool / 30,000 persons ; minimum facilities will include a competitive six lane 25 yard pool with toddler and ADA swimming area. By 2028 the City will replace current public Swimming Pool with an Aquatics Complex ; minimum facilities for the Aquatics Complex will include a competitive six lane 25 yard Swimming Pool that can accommodate water polo competitions, separate toddler pool area with slides and water playground area, separate deep water swimming pool area which accommodates large water slides, competitive diving/water polo and a separate therapy pool/leisure river pool area. Complex will include full sized locker rooms with showers, large scale concession area and picnic area with numerous shaded shelters. If possible complex will include outside amphitheatre to accommodate special events & concerts. The entire complex will be enclosed by a brick or rock decorative wall to help with the wind issues with maintenance of facility.
Community Center	1 community center / 30,000 persons ; Current facility as of 2009 includes banquet facility with kitchen and meeting rooms that can accommodate up to 2,000 people. Community Center includes gymnasium with 1 regulation basketball/volleyball court that can accommodate 2 non regulation courts, 2 racquetball courts, fitness room, pre-school/day camp rooms and offices. As of 2009 the current 2 basketball/volleyball courts are reserved year round and a minimum of 2 more courts are presently needed. By 2028 expansion to existing center or a new similar center would need to be developed. A priority by 2028 will be to add a gymnasium with a minimum of 8 courts and up to 16 courts to continue the future commitment of Sports Tourism.
Senior Center	1 senior center / 30,000 persons ; Current facility as of 2009 includes dining area for up to 150 people, a full sized kitchen, game room, reading

		room and offices. By 2028 a new facility will be needed to replace the existing facility. New facility will include all amenities of present facility plus additional space for more indoor recreational activities and exercise.			
Performing Arts Theatre		1 Performing Arts Theatre / 30,000 persons ; No facility currently. By 2028 a Performing Arts Theatre that seats a minimum of 1,800 people which will include rehearsal rooms, prop area rooms, dressing rooms, music rooms, concessions, offices and meeting rooms.			
Facility Description		**Standards**			
Description	**Facility Standard based on NRPA Standards**	**Unit Standard**	**Current Inventory as of 2009**	**Current Shortfall as of 2009**	**Total desired by 2028***
Pocket Parks	**No set standard**	**No set standard**	**In Town Park .25 acre Neighborhood Peseo 1 acre**	**meets standard**	**No set standard**
Neighborhood Parks	**1 acre**	**per 1,000 persons**	**16 acres**	**Additional 10 acres**	**43 acres**
Regional Parks	**4 acres**	**per 1,000 persons**	**87.5 acres**	**Additional 16.5 acres**	**172 acres**
Playgrounds	**1 playground**	**per 5,000 persons**	**3 playgrounds**	**Additional 2 playgrounds**	**9 playgrounds**
Parkways (Linear) Parks / Trails	**1 mile**	**per 2,000 persons**	**3 miles**	**Additional 10 miles**	**21 miles**
Golf Course* **	**9 holes**	**per 25,000 persons**	**none*** **	**9 holes**	**(1) 18 hole course**
Tennis Courts	**1 court**	**per 2,500 persons**	**6 courts**	**6 courts lighted**	**14 courts lighted**
Basketball ½ Courts	**1 half court**	**per 4,400 persons**	**4 half courts lighted**	**2 half courts lighted**	**6 half courts lighted**
Basketball Full Court	**1 full court**	**per 6,500 persons**	**none**	**4 full courts lighted**	**8 full courts lighted**
Baseball Fields	**1 beginner field 1 junior field 1 regulation field**	**per 4,000 persons per 8,600 persons per 13,000 persons**	**2 fields lighted 1 field lighted 1 field lighted**	**3 fields lighted 2 fields lighted 1 field lighted**	**4 fields lighted 4 fields lighted 3 fields lighted**
Soccer Fields	**1 junior field 1 regulation field**	**per 8,600 persons per 13,000 persons**	**3 fields lighted none**	**meets standard 2 fields lighted**	**2 fields lighted 3 fields lighted**
Football Fields	**1 regulation field**	**per 13,000 persons**	**1 field lighted**	**1 new field lighted lights on older field**	**2 new fields lighted lights on older field**
Softball Fields	**1 field**	**per 5,000 persons**	**3 fields lighted**	**2 fields lighted**	**5 fields lighted**
Skate Park	**1 skate park**	**per 25,000 persons**	**1 skateboard park lighted**	**meets standards**	**1 skate park lighted**
Trick Bike Park	**1 trick bike park**	**per 25,000 persons**	**none**	**1 bike park lighted**	**2 bike parks lighted**

Frisbee Golf Course*x	**1 frisbee course**	**per 25,000 persons**	**1 nine hole frisbee course**	**none*x**	**1 new 9 hole course**
Motorcycle/BMX Park!**	**1 motorcycle course 1 BMX course**	**per 25,000 persons per 25,000 persons**	**1 maintained course none**	**Needs lights **! 1 BMX lighted park**	**1 new lighted course 2 BMX lighted parks**
Shaded Picnic Shelters	**3 small shaded shelters 1 large shaded shelter**	**per Neighborhood Park per Regional Park**	**3 small shaded shelter/per park 2 large shaded shelters**	**meets current standard 1 large shaded shelter**	**3 small shaded shelters 1 large shaded shelter**
Swimming Pool**	**1 pool**	**per 30,000 persons**	**1 pool ****	**meets standard**	**aquatics complex per facility standard description**
Community Center	**1 community center**	**per 30,000 persons**	**1 banquet facility/kitchen 5 meeting rooms 3 kids activity rooms**	**meets standard**	**2nd community center or expansion to existing center**
Gymnasium	**1 gymnasium located in community center**	**per 30,000 persons**	**1 regulation basketball / volleyball court 2 non regulation cross court bball / vball courts. Seats up to 225 2 racquetball courts small aerobics room**	**meets standard, however a minimum of 2 regulation courts are presently needed to meet the demand of the community**	**a minimum of 8 to 16 basketball/volleyball courts. 4 racquetball courts, 3 aerobics / exercise rooms**
Senior Citizen Center	**1 center**	**per 30,000 persons**	**1 center**	**meets standard**	**2nd senior center or expansion to existing center**
Performing Arts Theatre	**1 theatre**	**per 30,000 persons**	**none**	**1 theatre per facility description**	**1 theatre per facility description**
Amphitheatre	**1 amphitheatre**	**per 30,000 persons**	**none**	**1 amphitheatre**	**1 amphitheatre**
Veterans Memorial	**1 memorial**	**No set standard**	**1 veterans memorial**	**none**	**art additions to the veterans memorial**
Art Garden	**1 art garden**	**No set standard**	**1 small art garden**	**additional space**	**1 new art garden or expansion**

*Assumes a population of 26,000 in 2009 and 43,000 in 2028, (2% annual growth rate).
** Sgt. John Pinney Pool is below contemporary standards for public pools and is in need of repairs as of 2009.
***The 18 hole NAWS County Club presently serves the region's golf needs. The City is currently working with NAWS for accessibility onto the course from City limits without going through the main gate.
*x The existing 9 hole Golf Course was located at Hellmers Park which is now devoted to a solar field.
**! The existing Motorcycle Park on City property is being maintained and operated by Desert Empire Fairgrounds. Motorcycle Park is opened only scheduled weekends. There is presently a need for the track to be open more often to the community. The BMX racing park has not been developed as of 2010.

OSC-7.4 Land Acquisition

The City shall acquire additional park sites through easements and dedications in areas where no parks exist, but where growth is expected. [Sources: Modified Policy 4.2.2, Open Space Element].

OSC-7.5 Recreational Facilities on NAWS China Lake

The City shall work with NAWS China Lake to determine the feasibility of joint operation and maintenance of recreational facilities on the installation to minimize duplication of programs and facilities available to the community. [Source: Policy 4.2.3, Open Space Element - revised].

OSC-7.6 Integrated School Sites for Parks and Recreation

The City shall pursue the joint development and use of school sites for park and recreational development wherever feasible. Faller Elementary School should be considered for a pilot joint recreation facility program. [Source: Policy 4.2.4, Open Space Element - revised]

OSC-7.7 Leroy Jackson Regional Park

The City shall guide and encourage complete development of the Leroy Jackson Regional Park as a key element in attaining an adequate park system within the City. [Source: Policy 4.2.5, Open Space Element - revised].

OSC-7.8 Private Development of Recreational and Cultural Facilities

The City shall encourage development of recreational and cultural facilities by the private sector. [Source: Policy 4.2.6, Open Space Element - revised]

OSC-7.9 Create a Friendly Non-Motorized Environment

The City shall provide and encourage design and implementation of a continuous system of interconnected bicycle lanes, and pedestrian pathways for both regional and local non-motorized transportation and recreational use. [Source: Policy 4.2.7, Open Space Element - revised]

OSC-7.10 Community Gardens

To re-enforce a sense of pride in the community, the City shall encourage community gardens through after school and weekend programs for the design and maintenance of the gardens. [Source: New Policy]

OSC-7.11 Pocket Parks

The City shall require the integration of pocket parks (approximately 0.25 to 0.50 acre) in its urban design concept to create passive recreational and social public gathering spaces throughout the City, where appropriate. The parks shall be maintained through the City's Landscaping and Lighting Maintenance District funds. [Source: New Policy – Parks and Recreation Subcommittee]

OSC-7.12 New Development Parks

The City shall implement the State's Quimby requirements and collect park dedication fees, require the dedication of parkland, or a combination of both as a condition of development approval for the provision of new parks, or the rehabilitation of existing parks and recreational facilities in order to meet the City's parkland standards established in Policy OSC-7.3. [New Policy]

OSC-7.13 Parks and Infill

The City will evaluate park development opportunities to ensure that access to recreational facilities and programs are balanced across the City. This will include a focus on development of parks within the existing, developed portions of the City. [New Policy]

OSC-7.14 Linear Park Development

The City shall promote the development of linear parks extending both east-west (along Bowman Road) and north-south (along Brady and South Norma Street). The possibility of an additional north-south linear park along the east side of the City along with additional east-west routes through College Heights and along Inyokern Road should also be investigated. Linear parks should include the following features:

- Landscaping shall include native and desert vegetation including hardy trees and shrubs (i.e., desert willow, mesquite, etc.) adequately placed along the path to provide ample shade.

- Linear parks shall be encouraged not to locate adjacent to major arterials or have ample separation from vehicular traffic to prevent automobile / pedestrian conflicts. [Source: New Policy – Parks and Recreation Subcommittee]

OSC-7.15 Landscaped Multi-Use Connections

The City shall encourage developers to include winding landscaped walking paths that connect to other housing areas, schools, shopping areas, and other activity centers. [Source: New Policy – Parks and Recreation Subcommittee]

OSC-7.16 Performing Arts Center

The City shall encourage the development of a performing arts center in the central city location, such as near the Maturango Museum or near the Kerr-McGee Center. [Source: New Policy – Parks and Recreation Subcommittee]

OSC-7.17 Indoor Aquatic Center

The City shall develop an indoor, year-round aquatic center including an Olympic Center size pool to supplement services provided by Pinney Pool. [Source: New Policy – Parks and Recreation Subcommittee]

OSC-7.18 Increase Recreational Facilities

The City shall increase the number of recreational facilities for sports such as golf courses, skate parks, baseball, softball, football, soccer, track and field, and gymnasiums, including the feasibility of replacing the Kerr-McGee Center gym and the development of a major sports complex in the vicinity of Hellmers Park, Freedom Park, and Pinney Pool. If feasible, these facilities should be centralized in one location to provide easy access to all residents. Potential sites for such facilities include the City-owned property in the business park area. [Source: New Policy – Parks and Recreation Subcommittee]

OSC-7.19 Parks in New Subdivisions

The City shall require developers to include recreational assets in all new residential developments by incorporating shallow sumps/detention basins that could be used for recreational purposes. [Source: New Policy – Parks and Recreation Subcommittee]

Multi-Use Park and Recreation Assets

Goal OSC-8	Develop regional parks in Ridgecrest, applying a multiple-use concept, to provide for recreational opportunities for the residents of Northeast Kern County. [Source: Open Space Element, Goal 4.4].

OSC-8.1 Indian Wells Valley Regional Parks

The City shall work in coordination with BLM and Kern County to develop regional parks in the Indian Wells Valley. [Source: Policy 4.4.1, Open Space Element]

OSC-8.2 Multi-Use Regional Parks

The City shall create development plans for a regional park that could incorporate multi-uses including but not limited to, R.V./campgrounds facility, horse trails, golf course, interpretive trails, recreational vehicle dump station, etc. [Source: Policy 4.4.3, Open Space Element]

OSC-8.3 Multi-Use Recreational Facilities

The City shall ensure that the construction of new facilities will accommodate a wide variety of recreational activities. [New Policy]

OSC-8.4 Ridgecrest Heights Regional Park

The City shall investigate the possibility of developing a regional park in the Ridgecrest Heights area (see Figure 7-1). [Source: New Policy – Parks and Recreational Subcommittee]

Park and Recreation Funding

Goal OSC-9	To create an orderly process for the development of appropriate recreational and cultural facilities and for the preservation of desirable open space in the City by optimizing the public investment in parks and recreation through reduced costs and funding alternatives. *[Source: New Goal based on Parks and Recreation Element, Policy 2]*

OSC-9.1 Funding Methods

The City will shall continue to pursue cost-effective approaches to developing, funding, improving, and maintaining facilities. [New Policy]

OSC-9.2 Fiscal Responsibility

The City shall develop a coordinated recreation programming process with other public agencies and create service links to avoid duplication of services and budgetary expenditures. [New Policy]

OSC-9.3 Capital Improvement Fees

The City will collect a capital improvement fee from new developments to accrue funds for the construction or improvement of the City's public parks and facilities. [New Policy]

OSC-9.4 Capital Improvement Program

The City shall include major park and recreation improvement and maintenance programs in the City's Capital Improvement Plan. [New Policy]

OSC-9.5 Lighting and Landscape District

The City will continue to use the lighting and landscape district to develop and maintain parks. [New Policy]

Recreational Programs

Goal OSC-10	Develop recreational programs that meet Ridgecrest's diverse needs. [New Goal]

OSC-10.1 Accommodate Special Needs

The City shall pursue development opportunities of new recreational facilities and retrofit existing facilities to meet the needs of handicapped persons

according to state regulations. [Source: Modified Policy 4.2.8, Open Space Element]

OSC-10.2 Promote Childcare/Youth and Family Programs

The City shall promote the use of City parks and community centers for child care/youth and family programs, including programs for after school, holiday, and vacation time periods. [New Policy]

OSC-10.3 Coordinate Recreation Programs with Other Agencies

The City shall coordinate recreation programs with those of other public agencies and private non-profit organizations. [New Policy]

OSC-10.4 Sponsor Specialized Recreation Programs

The City shall participate with other public agencies and private non-profit organizations to sponsor specialized recreation programs and events such as juvenile diversion and family-oriented activities. [New Policy]

OSC-10.5 Recreational Opportunities for Lower-Income Families

The City shall provide opportunities for lower-income families and individuals to participate in City-sponsored recreation and park programs. [New Policy]

OSC-10.6 Youth Programs and Services

The City shall provide and promote youth programs and services that integrate cultural diversity and outdoor recreational activities to enforce positive social skills across all income classes and age groups. [Source: New Policy]

OSC-10.7 Recreational Services and Programs Reflecting Cultural Diversity

The City shall provide and promote recreational services and programs that reflect the cultural diversity of the community. [New Policy]

OSC-10.8 Volunteer Organizations

The City shall support and cooperate with volunteer groups and organizations that provide recreation activities to young people. [New Policy]

Open Space Preservation

Goal OSC-11	To preserve open space areas within the city and Indian Wells Valley, to perpetuate the unique natural setting of the region and provide a desirable environment in the urban area. [Source: Open Space Element, Goal 4.3].

OSC-11.1 Undeveloped Land Acquisitions

The City shall establish land acquisition programs for undeveloped land that can be recreated into parks and recreational sites, in an effort to preserve open space, and vistas of community-wide significance. [Source: Modified Policy 4.3.1, Open Space Element]

OSC-11.2 Physical and Preservation Balance

The City shall plan for a balance between physical development and preservation of open space. [Source: Policy 4.3.2, Open Space Element]

OSC-11.3 Hazard Areas

The City will classify hazardous areas identified in the Safety Element and other parcels as not suitable for development as open space and recreation sites. [Source: Modified Policy 4.3.3, Open Space Element]

OSC-11.4 Encourage Common Spaces in New Developments

The City shall encourage provision for common open space and recreational areas in new Planned Unit Residential Developments, with maintenance to be performed by a homeowners' association, where feasible. [Source: Policy 4.3.5, Open Space Element]

OSC-11.5 Promote Water Conservation Methods

The City shall develop park areas utilizing xeriscape practices, wastewater reuse and other water conserving measures as a demonstration and educational opportunity for residents to learn water conservation practices. [Source: Policy 4.3.7, Open Space Element]

OSC-11.6 BLM Land Management

The City shall support the BLM's efforts to retain natural open space areas surrounding Cerro Coso Community College. [Source: Policy 4.3.8 Open Space Element]

OSC-11.7 Desert Education

The City shall support private efforts to provide residents and tourists the opportunity to experience the local desert environment within a developed outdoor environmental education center. [Source: Policy 4.3.9, Open Space Element]

OSC-11.8 Create Buffers

The City shall encourage opens spaces or recreational buffers between incompatible land uses in new development areas. [New Policy]

OSC-11.9 Native Plants

The City shall encourage landscaping with native trees, shrubs, and grassland to provide habitat conditions for native vegetation, and minimize maintenance of the landscaping by using plants that are well-adapted to the desert environment. [New Policy]

OSC-11.10 College Heights Open Space

The City shall maintain the current open space south of Javis in College Heights to provide recreational opportunities and protect City views. [Source: New Policy – Parks and Recreation Subcommittee]

Open Space Acquisition

Goal OSC-12	To achieve a balanced distribution of public and private open space lands in order to provide an attractive protected environment, with amenities for maintaining an acceptable quality of life all of which is essential to a stable economy. [Source: Conservation Element, Goal 5.5].

OSC-12.1 Habitat and Open Space Preservation

The City shall encourage County, State and Federal agencies who control habitat and open space lands to maintain such areas for the benefit of the general public. [Source: Policy 5.5.1, Conservation Element]

OSC-12.2 Participate in Future Land Dispositions

The City shall participate in the decision-making process for the future disposition of BLM lands in the City and Indian Wells Valley. [Source: Policy 5.5.2, Conservation Element]

7.4 Implementation Measures

Table 7-1, Open Space and Conservation Implementation Measures, identifies the implementation measures the City should take to implement the goals and policies of this General Plan. The implementation program lists each specific implementation measure, a reference to which General Plan policy it is implementing, who is responsible to implement the program, and the timeframe for implementation.

Table 7-1. Open Space and Conservation Implementation Measures

	Implementation Measure	Policy	Who is Responsible	Timeframe			
				2008-2010	2010-2015	2015-2030	On-going
1.0	The City shall establish and maintain an Open Space and Recreation Committee to address topics such as parks, recreation, open space, and environmental quality. [Existing Implementation Measure #1, Conservation Element and Existing Implementation Measure #1, Open Space - revised]	OSC-1.1 OSC-1.2	Public Services	■			■
2.0	The City shall investigate the establishment of a land trust for open space lands and consider opportunities for acquiring natural habitat and agricultural areas for permanent open space and natural parks. [New Implementation Measure]	OSC-1.3 OSC-12.1	Public Services	■			

Implementation Measure		Policy	Who is Responsible	Timeframe			
				2008-2010	2010-2015	2015-2030	On-going
3.0	The City shall develop a library of solar and energy conservation references for use by local residents. [Existing Implementation Measure #14, Conservation Element]	OSC-4.1 OSC-4.3	Public Services		■		
4.0	The City shall develop and implement a water conservation program in conjunction with other related agencies. [Existing Implementation Measure #15, Conservation Element]	OSC-4.1 OSC-4.4	Public Services; Public Works	■			
5.0	The City shall develop and adopt a landscape ordinance encouraging the use of low-water, native vegetation for landscaping purposes. [New Implementation Measure – Parks and Recreation Subcommittee]	OSC-4.2	Public Services	■			
6.0	The City shall adopt regulations to require new development proposals using solar energy to provide solar access plans ensuring the ability of surrounding properties to directly access the sun, [Existing Implementation Measure #22, Conservation Element]	OSC-4.5 OSC-4.6 OSC-4.13	Public Services	■			
7.0	The City shall encourage the incorporation of alternative energy features in new public buildings. [Existing Implementation Measure #11, Conservation Element]	OSC-4.11 OSC-4.12 OSC-4.13	Public Services	■			■
8.0	The City shall adopt a Green Building Ordinance. [New Implementation Measure]	OSC-4.14	Public Services		■		
9.0	The City shall investigate the development of measures to capture runoff. [Existing Implementation Measure #21, Conservation Element]	OSC-6.1	Public Works		■		
10.0	The City shall develop and periodically update a groundwater management plan to protect local aquifers in cooperation with local water districts. [New Implementation Measure]	OSC-6.3 OSC-6.4 OSC-6.5 OSC-6.14 OSC-6.15 OSC-6.16	Public Services; Public Works	■			■
11.0	The City shall develop and administer a long-term water quantity carrying capacity model for the Indian Wells Valley. [Existing Implementation Measure #18, Conservation Element]	OSC-6.3 OSC-6.12	Public Services; Public Works		■		■

	Implementation Measure	Policy	Who is Responsible	Timeframe			
				2008-2010	2010-2015	2015-2030	On-going
12.0	The City shall research the feasibility of municipal wastewater re-use for irrigation. [Policy 4.4.2, Open Space Element]	OSC-6.6 OSC-6.9	Public Works	■			
13.0	The City shall participate in regional water resources planning. [Existing Implementation Measure #5, Conservation Element]	OSC-6.11 OSC-6.12 OSC-6.15	Public Services; Public Works	■			■
14.0	The City shall participate in developing a comprehensive groundwater recharge program. [Existing Implementation Measure #8, Conservation Element]	OSC-6.12 OSC-6.14	Public Services; Public Works	■			
15.0	The City shall participate in groundwater monitoring partnerships with local groundwater users and stakeholders. [New Implementation Measures]	OSC-6.12 OSC-6.14 OSC-6.16	Public Services; Public Works	■			■
16.0	The City shall conduct a survey of the existing conditions of parks to determine where short-term and long-term renovation and facility improvements are necessary. [New Implementation Measure]	OSC-7.1 OSC-7.2	Parks and Recreation	■			
17.0	The City shall develop standards for park multiple-use as flood control basins, separation of non-compatible land use areas or linkage areas for circulation, bike, or walking paths. [Existing Implementation Measure #9, Open Space Element]	OSC-7.1 OSC-8.4	Parks and Recreation	■			
18.0	The City shall develop a Parks, Recreation, and Open Space Master Plan to determine the specific community needs, and relevant technical and economic requirements for the acquisition and development of a comprehensive recreational and cultural program for all city residents. [Existing Implementation Measure #5, Open Space Element]	OSC-7.1	Parks and Recreation	■			
19.0	The City shall develop standards for landscaping of park and recreational areas using water conserving design concepts. [Existing Implementation Measure #10, Open Space Element]	OSC-7.1	Parks and Recreation	■			

Implementation Measure		Policy	Who is Responsible	Timeframe			
				2008-2010	2010-2015	2015-2030	On-going
20.0	The City shall conduct periodic surveys to determine specific recreation needs of various age groups, the physically and mentally challenged, and special needs groups. [New Implementation Measure]	OSC-7.1 OSC-7.2 OSC-10.1 OSC-10.2 OSC-10.5 OSC-10.6 OSC-10.7	Parks and Recreation		■		■
21.0	The City shall investigate the feasibility and develop a new golf course within the Planning Area. [New Implementation Measure]	OSC-7.2 OSC-7.3	Parks and Recreation	■			
22.0	The City shall develop and initiate a park land acquisition strategy as part of the Parks, Recreation, and Open Space Master Plan. [Existing Implementation Measure #6, Open Space Element]	OSC-7.4 OSC-11.1	Parks and Recreation		■		
23.0	The City shall adopt land and/or in lieu fee dedication requirements. [Existing Implementation Measure #2, Open Space Element]	OSC-7.12 OSC-9.1	Parks and Recreation	■			
24.0	The Municipal Swimming Pool / Civic Center should be expanded, with consideration of locating additional assets in other areas of the City. [New Policy]	OSC-7.16 OSC-7.17 OSC-7.18	Parks and Recreation	■			
25.0	The City shall work with community arts and cultural groups and museums to enable them to identify community needs and expand their program and facilities. [Existing Implementation Measure #12, Open Space Element]	OSC-7.18	Parks and Recreation				■
26.0	The City shall identify federal, state, and other governmental sources of grant funds for recreational purposes and prepare applications to secure such funding. [New Implementation Measure]	OSC-9.1 OSC-9.2 OSC-9.3	Parks and Recreation				■
27.0	The City shall aggressively work with the BLM to establish appropriate uses for BLM land within the city and within the Sphere of Influence. [Existing Implementation Measure #11, Open Space Element]	OSC-11.6 OSC-12.2	Parks and Recreation				■

Implementation Measure		Policy	Who is Responsible	Timeframe			
				2008-2010	2010-2015	2015-2030	On-going
28.0	The City shall work with the BLM to designate the BLM lands near Cerro Coso College as habitat preserves. [Existing Implementation Measure #4, Conservation Element]	OSC-11.6 OSC-11.10 OSC-12.1 OSC-12.2	Parks and Recreation	■			
29.0	The City shall facilitate the development of a nature interpretive park and interpretive program. [Existing Implementation Measure #16, Open Space Element]	OSC-11.7	Parks and Recreation	■			
30.0	The City shall participate in the use and disposal planning for BLM lands. [Existing Implementation Measure #3, Conservation Element]	OSC-12.1 OSC-12.2	Administration; Public Services				■

7.1 Introduction 1
7.2 Existing Conditions 3
7.3 Goals and Policies 7
7.4 Implementation Measures 26

Table 7-1 Ridgecrest Park Inventory 6
Table 7-1. Open Space and Conservation Implementation Measures 26

Figure 7-1 Parks and Recreation Plan 16

Error! No table of contents entries found.

8 Health & Safety Element

8.1 Introduction

The State of California has mandated that all cities prepare Noise and Safety Elements as part of the General Plan. These two State-mandated elements have been combined into one Health and Safety Element which will provide a basis for development of comprehensive programs to control and abate natural and man-made hazards created within and adjacent to the community.

Hazards are defined as natural conditions that can affect the health or life of any person or cause significant property damage. The Element provides a policy and program input to City operational practices and the physical development process so that unnecessary exposure to these hazards can be avoided or minimized.

Significant progress has been made throughout the community to protect residents and property from natural and man-made threats to the safety of persons and property within the City. Additionally, special concessions are provided for emergency operations that support and direct public safety actions during times of emergency. The General Plan policies and implementation measures are directed toward the provision of an acceptable level of protection for existing and future residents.

KEY TERMS

100 Year Storm. A storm that is projected to occur only once in a 100 year period of time. It is an intense storm that causes severe damage and loss of life.

Alquist-Priolo Fault Zone. The Alquist-Priolo Earthquake Fault Zoning Act, passed in 1972, requires the State Geologist to identify zones of special study around active faults.

Ambient Noise. The total noise associated with a given environment and usually comprising sounds from many sources, both near and far.

Attenuation. Reduction in the level of sound resulting from absorption by the surrounding topography, the atmosphere, distance, barriers, and other factors.

A-Weighted Decibel (dBA). A unit of measurement for noise having a logarithmic scale and measured using the A-weighted sensory network on a noise-measuring device. An increase or decrease of 10 decibels corresponds to a tenfold increase or decrease in sound energy. A doubling or halving of sound energy corresponds to a 3-dBA increase or decrease.

California Building Standard Code. Standards. Set by the California Building Standards Commission to promote safe building, fire prevention, access for persons with disabilities, and energy efficiency within the State.

Community Noise Equivalent Level (CNEL). CNEL is used to characterize average sound levels over a 24-hour period, with weighting factors included for evening and nighttime sound levels. Leq values (equivalent sound levels measured over a 1-hour period - see below) for the evening period (7:00 p.m. to 10:00 p.m.) are increased by 5 dB, while Leq values for the nighttime period (10:00 p.m. to 7:00 a.m.) are increased by 10 dB. For a given set of sound measurements, the CNEL value will usually be about 1 dB higher than the Ldn value (average sound exposure over a 24-hour period – see below). In practice, CNEL and Ldn are often used interchangeably.

Day-Night Average Sound Level (Ldn). Ldn represents an average sound exposure over a 24-hour period. Ldn values are calculated from hourly Leq values, with the Leq values for the nighttime period (10:00 p.m. to 7:00 a.m.) increased by 10 dB to reflect the greater disturbance potential from nighttime noises.

Decibel (dBA). A unit of measurement describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ration of the pressure of the sound measured to the reference pressure (which is 20 micronewtons per square meter).

Drainage Channel. An open channel such as a swale, constructed channel, or natural drainage course that conveys, provides store and often some treatment of runoff.

Emergency Preparedness Plan. A specific plan of action that can be put into effect within a moments notice to protect the community from a sudden disaster.

Equivalent Sound Level (Leq). The level of a steady-state sound that, in a stated time period and at a stated location, has the same sound energy as the time-varying sound (approximately equal to the average sound level). The equivalent sound level measured over a 1-hour period is called the hourly Leq or Leq (h).

Fault. A fault is a fracture in the Earth's crust that is accompanied by displacement between the two sides of the fault. An active fault is defined as a fault that has moved in the last 10,000 to 12,000 years (Holocene time). A potentially active fault is one that has been active in the past 1.6 million years (Quaternary period). A sufficiently active fault is one that shows evidence that Holocene displacement occurred on one or more of its segments or branches (Hart, 1997).

Floodplain. Land adjacent to a stream, slough, or river that is subject to flooding or inundation from a storm event. FEMA defines the floodplain to be the area inundated by the 100-year floodplain.

Flood Plain Management Program. Corrective and preventative measures set forth through local programs for reducing flood damage. These measures normally are enacted through zoning, subdivision or building, and special-purpose floodplain ordinances.

Hazardous Materials. A hazardous material is defined by the California Code of Regulations (CCR) as a substance that, because of physical or chemical properties, quantity, concentration, or other characteristics, may either (1) cause an increase in mortality or an increase in serious, irreversible, or incapacitating, illness; or (2) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported or disposed of (CCR, Title 22, Division 4.5, Chapter 10, Article 2, Section 66260.10).

Kern County Air Pollution Control District (KCAPCD). The KCAPCD is the regulatory agency responsible for developing air quality plans, monitoring air quality, and reporting air quality data for eastern Kern County.

Lmax and Lmin. The maximum and minimum sound levels, respectively, measured during the measurement period. When a sound meter is set to the "slow" response setting, as is typical for most community noise measurements, the Lmax and Lmin values are the maximum and minimum levels measured over a 1-second period.

Magnitude. Earthquake magnitude is measured by the Richter scale, indicated as a series of Arabic numbers with no theoretical maximum magnitude. The greater the energy released from the fault rupture, the higher the magnitude of the earthquake. Magnitude increases logarithmically in the Richter scale;

thus, an earthquake of magnitude 7.0 is thirty times stronger than one of magnitude 6.0. Earthquake energy is most intense at the point of fault slippage, the epicenter, which occurs because the energy radiates from that point in a circular wave pattern. The farther an area is from an earthquake's epicenter, the less likely it is that groundshaking will occur.

Noise Contours. Connecting points of equal noise exposure (typically 65, 70, and 75 DNL).

Ozone. Ozone is a pungent, colorless toxic gas created in the atmosphere rather than emitted directly into the air. Ozone is produced in complex atmospheric reactions involving oxides of nitrogen and reactive organic gases with ultraviolet energy from the sun. Motor vehicles are the major sources of ozone precursors.

Percentile-Exceeded Sound Level (Lx). The sound level exceeded during a given percentage of a measurement period. Examples include L10, L50, and L90. L10 is the A-weighted sound level that is exceeded 10% of the measurement period, L50 is the level exceeded 50% of the period, and so on. L50 is the median sound level measured during the measurement period. L90, the sound level exceeded 90% of the time, excludes high localized sound levels produced by nearby sources such as single car passages or bird chirps. L90 is often used to represent the background sound level. L50 is also used to provide a less conservative assessment of the background sound level.

Photochemical. Some air pollutants are direct emissions, such as the carbon monoxide that is part of the exhaust from an automobile. Other pollutants, primarily ozone, are formed when two or more chemicals react (using energy from the sun) in the atmosphere to form a new chemical. This is a photochemical reaction.

PM10. Dust and other particulates come in a range of particle sizes. Federal and State air quality regulations reflect the fact that smaller particles are easier to inhale and can be more damaging to health. PM10 refers to dust/particulates that are 10 microns in diameter or smaller.

PM2.5. The Federal government has recently added standards for smaller dust particles. PM2.5 refers to dust/particulates that are 2.5 microns in diameter or smaller.

Sensitive Receptors. Sensitive receptors are defined to include residential areas, hospitals, convalescent homes and facilities, schools, and other similar land uses.

Sheet Flows. Floodwaters that do not have defined channels to move through, and spread across large expanses of land. They occur after intense or prolonged rainfall when soils are saturated and water can not seep into the ground.

8.2 Existing Conditions

HAZARD AND RISK SUMMARY

Earthquakes and floods are the most significant hazards, followed by severe weather. Historic incidents indicate that floods and windstorms have impacted the City. Environmental hazards that have occurred in the City include:

High Wind/Tornados. High winds are a frequent occurrence in the area, but tornados, while they have been sighted, are very infrequent. Newer structures are constructed in accordance with the building codes. Some problems may exist with the older structures however.

Geologic Hazards. Earthquakes are common and present the only geologic hazard in the area. The area just north of the town has been the source of several moderate sized earthquake event periods during 1980-1991, 1992-1994, and 1995. The largest of these was a magnitude 5.8 on August 17, 1995. Newer construction is built in compliance with modern building codes and should withstand seismic loads. Older structures may not fair as well.

Drought. The City of Ridgecrest exists in a high desert climate and with a lack of natural precipitation creates the opportunity for drought conditions throughout the year. Indian Wells Valley Water District provides water service in the Valley from ground water sources. The City of Ridgecrest recycles water using treated wastewater to water a golf course and to grow alfalfa. Low water consumption plants are encouraged.

Wildfires and Grassfires. Due to the sparse vegetation in the area, naturally occurring wildfires are rare. The tumbleweed is present and is a source of a fire hazard if not controlled. Fires are generally due to tumbleweeds and trash accumulation. Fire protection is provided by the Kern County Fire Department.

Noxious Weeds and Insects. Mosquitoes carrying the West Nile Virus present a concern. The City of Ridgecrest has a spraying program in the summer designed to control this issue. The cities detention/retention basins must be sprayed during the summer months to prevent mosquitoes.

Floods. Flooding can be a problem in the City of Ridgecrest. These events are infrequent and usually short in duration. Measures are usually taken to protect structures by elevating the first floor above the adjacent ground. The City of Ridgecrest does have a master drainage plan; but the funding to implement a plan is not available.

8.3 Goals and Policies

General

Goal	Protect the City and its residents from injury and damage resulting from

HS-1	natural catastrophes and hazardous conditions including aircraft operations, air quality, flooding, fire, and noise. [Source: Goal 8.1, Safety Element - revised]

HS-1.1 Development Constraints
The City shall permit development only in areas where the potential danger to the health and safety of people can be mitigated to an acceptable level. [New Policy]

HS-1.2 Maintain Emergency Services
The City shall ensure that during natural catastrophes and emergencies the City can continue to provide essential emergency public services. [New Policy]

HS-1.3 Contamination Prevention
The City shall protect soils, surface water, and groundwater from contamination. [New Policy]

Air Quality

Goal HS-2	To reduce the generation of air pollutants and promote alternative methods of transportation to maximize the quality of life or residents. [New Goal]

HS-2.1 Kern County Air Pollution Control District
The City shall participate in the Kern County Air Pollution Control District air quality management programs in place for the southeast desert air basin and shall work to develop programs in conjunction with the Kern County Air Quality Attainment Plan and the California Clean Air Act to reduce impacts to air quality. [Source: Policies 5.1.1 and 5.3.2, Conservation Element]

HS-2.2 Coordination with Local and Regional Agencies
The City shall coordinate with other local, regional, and State agencies in developing an effective approach to implementing air quality plans that achieve State and Federal Ambient Air Quality Standards and control regional air transport pollution problems (such as NAWS China Lake's programs to control fugitive dust at Owens Lake). [Source: Policy 5.1.2, Conservation Element - revised]

HS-2.3 State and Federal Legislation
The City shall support State and Federal legislation to reduce and control air pollution. [Source: Policy 5.1.3, Conservation Element]

HS-2.4 Alternative Methods of Transportation
The City shall implement programs, including the development of incentives, to businesses that encourage car and van pooling, bus transit and use of clean

fuels to minimize the locally generated air pollutants. [Source: Policy 5.1.4, Conservation Element - revised]

HS-2.5 PM 10 State Implementation Plan

The City shall work with Kern County to implement the adopted PM 10 State Implementation Plan for the Searles Valley Planning Area adopted on November 15, 1991. This includes encouraging Kern County Public Works to apply dust control measures on unpaved roads and requesting Kern Planning and Development Services reconsider its policy of allowing large concentrations of housing in areas without paved roads. [Source: Policy 5.1.5, Conservation Element - revised]

HS-2.6 Solid and Liquid Waste Disposal

The City shall require that the method in which solid and liquid wastes are disposed is in accordance with state and federal regulations to prevent air quality degradation. [Source: Policy 5.1.6, Conservation Element - revised]

HS-2.7 Construction Methods

The City shall require developments to be located, designed and constructed in a manner that would minimize the production of air pollutants and avoid land use conflicts. [New Policy]

HS-2.8 Environmental Programs

To generate better air quality, foster a sense of community and encourage a more cohesive and aesthetically appealing community, the City shall encourage the development and use of native landscaping and other urban design features in new development projects and redevelopment programs for existing development. [New Policy]

HS-2.9 Air Pollution Control Technology

The City shall utilize the Best Available Control Measures (BACM) and Reasonably Available Control Measures (RACM) as adopted by the City to maintain healthful air quality and high visibility standards. These measures shall be applied to new development approvals and permit modifications as appropriate. [New Policy]

HS-2.10 Cumulative Air Quality Impacts

The City shall require developments to be located, designed, and constructed in a manner that would minimize cumulative air quality impacts. Developers shall be required to present alternatives that reduce air emissions and enhance, rather than harm, the environment. [New Policy]

HS-2.11 Dust Suppression Measures

The City shall require developers to implement dust suppression measures during excavation, grading, and site preparation activities. Techniques may include, but are not limited to, the following:

- Site watering or application of dust suppressants,

- Phasing or extension of grading operations,
- Covering of stockpiles,
- Suspension of grading activities during high wind periods (typically winds greater than 25 miles per hour), and
- Revegetation of graded areas.

[New Policy]

HS-2.12 Indirect Source Review

The City shall require major development projects, as defined by the Kern County Air Pollution Control District (KCAPCD), to mitigate air quality impacts associated with the project. As feasible the City shall work with KCAPCD to determine mitigations that may include, but are not limited to the following:

- Providing bicycle access and parking facilities,
- Increasing density,
- Encouraging mixed use developments,
- Providing walkable and pedestrian-oriented neighborhoods,
- Providing increased access to public transportation,
- Providing preferential parking for high-occupancy vehicles, car pools, or alternative fuels vehicles, and
- Establishing telecommuting programs or satellite work centers.

[New Policy]

HS-2.13 Paving or Treatment of Roadways for Reduced Air Emissions

The City shall require that all new roads be paved or treated to reduce dust generation where feasible. For new projects with unpaved roads, funding for roadway maintenance shall be addressed and secured prior to development approval. [New Policy]

HS-2.14 Transportation and Air Quality

When developing the regional transportation system, the City shall work with Kern COG and other transportation agencies to comprehensively study and transportation modes which may contribute to a reduction in air pollution in the City of Ridgecrest. Some possible alternatives include:

- Public transportation such as buses and light rail, to serve between communities of the valley, publicly subsidized if feasible.
- Intermodal public transit such as buses provided with bicycle racks, bicycle parking at bus stations, and park and ride facilities.
- Community bus or other public transportation systems, such as cycling or walking trails, with particular attention to high-density areas.

[New Policy]

Emergency Response

Goal HS-3	Ensure the maintenance of the Emergency Response Plan in order to maintain its effectiveness in preparing and responding to a natural or human-made disaster. [New Goal]

HS-3.1 Fire Protection Services

The City shall coordinate with the Kern County Fire Department to assess the adequacy of available fire protection services for existing and proposed developments on an annual and project by project basis. In addition, recommendations for needed improvements will be given to responsible agencies. [Source: Policy 8.1.7, Policy 8.1.9, Safety Element - revised]

HS-3.2 Fire Education

The City shall support County Fire Department efforts to reduce fire hazards through public education. [Source: Policy 8.1.8, Safety Element]

HS-3.3 Reduce Fire Response Time

The City shall encourage more concentrated urban development patterns in order to reduce the response time for the provision of fire protection services in areas outside the five minute response radius of an existing fire station. [Source: Policy8.1.10, Safety Element - revised]

HS-3.4 Improve Traffic Circulation

To minimize fire and emergency response time, the City shall make improvements to traffic circulation systems and expansions of the level of fire protection. [Source: Policy 8.1.11, Safety Element]

HS-3.5 Water Main Upgrades

The City shall support Water District efforts to upgrade water mains in order to provide adequate fire flows in all parts of the City. [Source: Policy 8.1.12, Safety Element]

HS-3.6 Minimum Fire Protection Standards

The City shall strive to maintain the following minimum standards for fire protection within the City.

1. Achieve a maximum city-wide fire alarm response time of three (3) minutes

2. Meet fire flow standards established in the zoning ordinance, developed with the assistance of the Kern County Fire Prevention District, for all existing and new development within the City

3. Achieve and, if possible, reduce the Insurance Services Office (ISO) rating in cooperation with the Kern County Fire Prevention District

[Source: Existing Implementation Standard]

HS-3.7 Police Department Involvement

The City shall involve the Police Department in review of development plans for safety and prevention of crimes. [Source: Policy 8.1.16, Safety Element]

HS-3.8 Improve Operational Methods to Efficiently Use Law Enforcement Resources

The City shall continually explore means, including land use planning, of improving operational methods to reduce response time and achieve the most effective and efficient use of law enforcement resources. [Source: Policy 8.1.17, Safety Element]

HS-3.9 Minimum Public Protection Standards

The City shall strive to maintain the following minimum standards for public protection within the City.

1. Ensure that the level of sworn police officers per 1,000 population is not less than 1.5

2. Target an average response time of five (5) minutes to calls for assistance

[Source: Existing Implementation Standard]

HS-3.10 Emergency Response Plan

The City shall continue to update and ensure that the Emergency Response Plan meets current federal, State, and local emergency requirements. [New Policy]

HS-3.11 Coordinate Emergency Response Services with Local Agencies

The City shall continue to coordinate emergency response services with Kern County, other cities within Kern County, special districts, service agencies, voluntary organizations, and state and federal agencies. [New Policy]

HS-3.12 Educate Public on Emergency Response

The City shall conduct training programs for staff in disaster preparedness. [New Policy]

HS-3.13 Coordinate with Kern County

The City will strive to work with other local agencies including Kern County and cities within the County to develop coordinated geographical information systems (GIS) planning for emergency response services. [New Policy]

HS-3.14 Siting of Critical Emergency Responses

The City shall ensure that the siting of critical emergency response facilities such as hospitals, fire stations, police offices, substations, emergency operations centers and other emergency service facilities and utilities have minimal exposure to flooding, seismic and geological effects, fire, and explosions. [New Policy]

HS-3.15 Volunteer Citizen Disaster Groups

The City shall work with volunteer citizen disaster groups to help during emergencies. [New Policy]

Flood Hazards

Goal HS-4	Minimize loss of life and property of City residents from flood hazards. [New Goal]

HS-4.1 Natural Drainage Ways Protection

The City shall protect natural drainage ways from loss or encroachment to urban uses. [Source: Policy 8.1.1, Safety Element]

HS-4.2 City-Wide Flood Control System

The City shall consider the feasibility for the development of a comprehensive city-wide flood control system with adequate design capacity for, at a minimum, 50-year storm conditions and 100-year storm capacity where feasible. [Source: Policy 8.1.2, Safety Element]

HS-4.3 Infrastructure Improvements

The City shall aggressively pursue the completion of curbs, gutters and sidewalks. [Source: Policy 8.1.3, Safety Element]

HS-4.4 100-Year Storm Improvements

The City shall assess the long-term feasibility of developing 100-year storm improvements to the south and west of Ridgecrest. [Source: Policy 8.1.3, Safety Element]

HS-4.5 Recreational and Open Space Uses

Where feasible, the City shall pursue multiple uses of flood control features for recreational and open space uses. [Source: Policy, 8.1.5, Safety Element]

HS-4.6 Comprehensive Flood Plain Management Program

To regulate development and land uses within the 100-year flood plain, the City shall prepare and adopt a comprehensive flood plain management program. [Source: Policy 8.1.6, Safety Element]

HS-4.7 Master Drainage Plans

The City shall require master drainage plans as a condition of approval for large development projects. [New Policy]

HS-4.8 New Residential Construction

The City shall require new residential construction to have its lowest habitable floor elevated above the base flood level elevation, determined by FEMA standards. [New Policy]

HS-4.9 Stream Channels

The City shall prohibit development along stream channels that would reduce the stream capacity, increase erosion, or cause deterioration of the channel. [New Policy]

HS-4.10 Development within the 100-year Floodplain

The City shall ensure that development within the 100-year floodplain complies with standards established within City ordinances and the National Flood Insurance Program (NFIP) standards. [Source: Existing Implementation Standard]

Geologic and Seismic Hazards

Goal HS-5	Minimize loss of life and reduce to a minimum the loss or disruption of the flow of goods and services and destruction of property that could result form seismic and/or geologic activity. [New Goal]

HS-5.1 Construct of Fault Traces

The City shall prohibit the construction of buildings intended for human occupancy on identified active or potentially active fault traces based on the best available geologic information. [Source: Policy 8.1.1, Safety Element, Seismic Safety]

HS-5.2 Preliminary Soils and Geologic Reports

The City shall require preliminary soils and geologic reports for every proposed and existing subdivision. [Source: Policy 8.1.2, Safety Element, Seismic Safety}

HS-5.3 Detailed Soils and Geologic Reports

The City shall require detailed geologic and soils investigations for development within areas that have a high potential for soli and geologic hazards or in areas where slopes exceed 20%. Investigations should include:

1. The evaluation of liquefaction potential of land on which all structures other than one or two-story wood-frame dwellings are to be built.

2. The investigation of faults for development in the vicinity of a potentially active or active fault. The need for and distance of any setback of buildings for human occupancy from the fault shall be determined by the geologic and soil investigation and approved by the City.

In addition to the report, the City shall require that all projects are designed and constructed to minimize the risk to residents associated with seismic hazards and meet government regulations. [Source: Policy 8.1.3, Safety Element, Seismic Safety - revised]

HS-5.4 Correction of Potentially Hazardous Conditions

To reduce potential hazardous conditions in commercial and public areas, the City shall require the correction of loose roof tiles, poorly tied signs or other objects that could fall during seismic activity. [Source: Policy 8.1.4, Safety Element, Seismic Safety]

HS-5.5 Building Requirements

The City shall include seismic requirements as the primary consideration in determining the location and design of government buildings (local, State and Federal) and critical public facilities (hospital, schools, police, fire, rest homes). [Source: Policy 8.1.5, Safety Element, Seismic Safety - revised]

HS-5.6 Minimize Seismic Risk

The City shall evaluate and implement methods to minimize seismic risk on existing public buildings and facilities, especially those impacted by seismic hazards. [Source: Policy 8.1.6 Safety Element, Seismic Safety - revised]

HS-5.7 Seismic Research Program

The City shall establish a detailed high priority research program, to include field research in order to refine the boundaries of areas subject to seismic hazard. [Source: Policy 8.1.7, Safety Element, Seismic Safety]

HS-5.8 Earthquake Awareness

The City shall provide a continuous citywide educational program on potential seismic risks in the Indian Wells Valley and steps residents can take to minimize the effects of an earthquake. [Source: Policy 8.1.8, Safety Element, Seismic Safety]

HS-5.9 Building and Safety Codes

The City shall continuously review and update city-and state adopted building and safety codes as well as emergency plans to reflect changes in the community related to exposure to seismic hazard. [Source: Policy 8.1.9, Safety Element, Seismic Safety - revised]

HS-5.10 Underground Utility Lines

To minimize the crossing of active fault traces, the City shall implement the construction of underground service and utility lines. [Source: Policy 8.1.10, Safety Element Seismic Safety]

HS-5.11 Emergency Cut Off Valves

The City shall require that any new installation of utilities that cross active fault traces have emergency cut off valves at accessible locations. [Source: Policy 8.1.11, Safety Element Seismic Safety]

HS-5.12 California Building Standard Code

The City shall continue to require that alterations to existing buildings and all new buildings are built in accordance with the California Building Standard Code seismic requirements. [New Policy]

HS-5.13 Building Modifications

The City shall encourage and support modifications to buildings that are structurally seismic deficient. [New Policy]

HS-5.14 Limit Hillside Development

The City shall discourage development in areas with severe slopes. [New Policy]

HS-5.15 Soil Erosion and Soil Conservation Programs

The City shall support erosion control (wind and water) and soil conservation programs of other agencies in Indian Wells Valley. [Source: Policy 5.1.20, Conservation Element]

HS-5.16 Runoff Mitigation

The City shall require proper channelization, detention and disposal of runoff in new subdivisions to prevent erosion during and after construction. [Source: Policy 5.1.22, Conservation Element]

HS-5.17 Off-Road Vehicle Restrictions

The City shall coordinate with appropriate State and Federal agencies to reduce soil erosion destabilization caused by off-road vehicle use in the Indian Wells Valley. [Source: Policy 5.1.23, Conservation Element]

HS-5.18 Require Site Soil Characteristics

The City shall require all developers to provide site soil characteristic information and incorporate any required changes in a development. [Source: Policy 5.1.24, Conservation Element]

HS-5.19 Northeast Kern County Soils Survey

The City shall utilize information and erosion mitigation measures within the Northeast Kern County Soils Survey by the U.S. Soil Conservation Service in the development review process. [Source: Policy 5.1.25, Conservation Element]

HS-5.20 Solid and Liquid Disposal

The City shall require the disposal of solid and liquid wastes in a manner which is consistent with State and Federal regulations and that prevents soil contamination. [Source: Policy 5.1.26, Conservation Element]

HS-5.21 Soil Erosion

The City shall require new development to implement measures that minimize soil erosion from wind and water related to construction. Measures may include, but not be limited to the following:

1. Grading requirements that limit grading to the amount necessary to provide stable areas for structural foundations, street rights-of-way, parking facilities, or other intended uses; and/or

2. Construction techniques that utilize site preparation, grading, and best management practices that provide erosion and sediment control to prevent construction-related contaminants from leaving development sites and polluting local waterways.

[New Policy]

Global Warming

Goal HS-6	Support the analysis and development of programs to mitigate the impacts of global warming. [New Goal]

HS-6.1 Support Statewide Global Warming Solutions

The City shall continue to monitor and support the efforts of the California Air Resources Board, under AB32, to formulate mitigation strategies, and when any such strategies become available, shall implement them in some

appropriate form, such as, by mitigation measures on development. [New Policy]

HS-6.2 Support Statewide Global Warming Solutions

The City will develop a Greenhouse Gas Emissions Reduction Plan (Plan) that identifies greenhouse gas emissions within the City as well as ways to reduce those emissions. The Plan will parallel the requirements adopted by the California Air Resources Board specific to this issue. Specifically, the City will work with the Kern County Council of Governments and other applicable agencies to include the following key items in the regional planning efforts.

1. Inventory all known, or reasonably discoverable, sources of greenhouse gases in the City,

2. Inventory the greenhouse gas emissions level in 1990, the current level, and that projected for the year 2020, and

3. Set a target for the reduction of emissions attributable to the City's discretionary land use decisions and its own internal government operations.

[New Policy]

HS-6.3 Greenhouse Gas Emissions Reduction Plan

The City will develop a Greenhouse Gas Emissions Reduction Plan (Plan) that identifies greenhouse gas emissions within the City as well as ways to reduce those emissions. The Plan will parallel the requirements adopted by the California Air Resources Board specific to this issue. Specifically, the City will work with the Kern Council of Governments and other appropriate jurisdictions in Kern County to include the following key items in the Plan:

- Inventory all known, or reasonably discoverable, sources of greenhouse gases in the City,

- Inventory the greenhouse gas emissions level in 1990, the current level, and that projected for the year 2020, and

- Set a target for the reduction of emissions attributable to the City's discretionary land use decisions and its own internal government operations.

[New Policy]

Hazardous Materials

Goal HS-7	Minimize the risks associated with the transportation, distribution, use and storage of hazardous materials within the City. [New Goal]

HS-7.1 Handling of Hazardous Materials

The City shall strive to ensure that hazardous materials are used, transported, and disposed within the City in a safe manner and in compliance with local, state and federal safety standards. [New Policy]

HS-7.2 Attraction/Retention of Clean Industries

The City shall emphasize the attraction of clean non-polluting industries and maintain existing clean industries in the City. [New Policy]

HS-7.3 Hazardous Waste Minimization Audit Requirements

Prepare a hazardous waste minimization audit and a hazardous waste minimization program as part of the development review process. [New Policy]

HS-7.4 Designated Hazardous Materials Routes

Avoid routing of hazardous materials near residential, tourist, and recreational areas. [New Policy]

HS-7.5 Limiting High Risk Land Uses

Do not permit uses that pose an unacceptably high risk to the health, safety, and welfare of the residents, workers and visitors or the natural environment of the City [New Policy]

HS-7.6 Increase Public Awareness

Continue to seek methods to increase public awareness as to the types and proper disposal methods for household hazardous wastes. [New Policy]

HS-7.7 Accidental Oil Spillage

Take steps to prevent accidental oil spillage at City-owned facilities. [New Policy]

HS-7.8 Establishment of Hazardous Facilities

Establishment of hazardous waste collection and/or transfer facilities shall only be considered in conjunction with a subregional evaluation of waste generation sources. [New Policy]

HS-7.9 Hazardous Materials Inventory

Continue to require, as appropriate, and as a component of the environmental review process, a hazardous materials inventory for project sites, including an assessment of materials and operations for any development applications. [New Policy]

HS-7.10 Compatible Land Uses

Use the development review process to ensure compatibility between hazardous material users and surrounding land uses. [New Policy]

HS-7.11 Hazardous Materials Studies

Ensure that the proponents of new development projects address hazardous materials concerns through the preparation of Phase I or Phase II hazardous materials studies for each identified site as part of the design phase for each project. Recommendations required to satisfy federal or State cleanup standards outlined in the studies will be implemented as part of the construction phase for each project. [New Policy]

HS-7.12 Treatment of Industrial Waste

The City will discourage the location of firms in the planning area which require treatment of industrial waste, unless the waste is pre- treated to a secondary stage level as defined by the State of California. [New Policy]

Noise

Goal HS-8	Maintain a desirable quality of life and protect citizen's health and welfare by reducing noise sources within the community and lessening the effects of noise sources which cannot be avoided. [Source: Noise Element, Goal 7.1]

HS-8.1 Comprehensive Noise Ordinance

The City shall develop and enforce a comprehensive noise ordinance seeking to ensure noise compatible land uses and to reduce noise levels at their source. [Source: Policy 7.1.1, Noise Element]

HS-8.2 City Noise Standards

The City shall stress compliance with established City noise standards as a primary consideration in the siting, design and construction of new development in the city. [Source: Policy 7.1.2, Noise Element]

HS-8.3 Isolated Facilities for Recreational Vehicles

The City shall encourage efforts to provide facilities for legitimate operation of noisy recreational vehicles which are sufficiently isolated or buffered from residential and other noise sensitive land uses. [Source: Policy 7.1.3, Noise Element]

HS-8.4 Public Awareness and Public Involvement on Noise Problems

The City shall promote public awareness of the effects of noise and public involvement in solving local noise problems. [Source: Policy 7.1.4, Noise Element]

HS-8.5 Circulation Systems with Low Noise Levels

The City shall develop and encourage the use of circulation systems which do not produce high noise levels, including bicycle and pedestrian systems. [Source: Policy 7.1.5, Noise Element]

HS-8.6 Restrict Commercial Vehicles over 10,000 GVW on Streets

The City shall discourage the operation of commercial vehicles over 10,000 GVW on streets not designated as truck routes, except for the purpose of pick-up or delivery. [Source: Policy 7.1.6, Noise Element]

HS-8.7 Sensitive Receptors

The City shall allow development of new noise sensitive land uses (which include, but are not limited to, residential, health care facilities and schools) only in areas exposed to existing or projected levels of noise which satisfy the levels specified in Table 8.1, Maximum Allowable Noise Exposure by Land Use. Noise mitigation measures spaces to levels specified in Table 8.1. [New Policy]

HS-8.8 Noise Compatibility Guidelines

The City shall use adopted noise compatibility guidelines to evaluate the compatibility of proposed new development and ensure compatibility between residential, commercial and other surrounding land uses (See Table 8.1, Maximum Allowable Noise Exposure by Land Use). [New Policy]

HS-8.9 Conduct Noise Monitoring

The City shall establish an ongoing noise monitoring program to enforce City noise standards. [New Policy]

HS-8.10 Coordinate with Caltrans

The City shall work with Caltrans to mitigate noise impacts on sensitive receptors near state roadways, by requiring noise buffering or insulation in new construction. [New Policy]

HS-8.11 Construction Noise

The City shall seek to limit the potential noise impacts of construction activities on surrounding land uses. [New Policy]

HS-8.12 Limiting Construction Activities

The City shall limit construction activities to the hours of 7am to 7pm, Monday through Saturday. No construction shall occur on Sundays or national holidays without a written permit from the City. [New Policy]

Table 8-1. Maximum Allowable Noise Exposure by Land Use

	Noise Level (CNEL)						
	0-55	56-60	61-65	66-70	71-75	75-80	>81
Residential - Low Density Single Family, Duplex, Mobile Homes							
Residential - Multiple Family, Group Homes							
Motels / Hotels							
Schools, Libraries, Churches, Hospitals, Extended Care Facilities							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arenas, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							

	Normally Acceptable. Specified land use is satisfactory, based on the assumption that any buildings involved are of normal, conventional construction, without any special noise insulation requirements.
	Conditionally Acceptable. New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed insulation features have been included in the design.
	Normally Unacceptable. 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. Outdoor areas must be shielded.
	Unacceptable. New construction or development should not be undertaken.

HS-8.13 Sound Attenuation Features

The City shall require sound attenuation features such as walls, berming, heavy landscaping between commercial, industrial, and residential uses to reduce noise and vibration impacts. [New Policy]

HS-8.14 Noise Analysis

The City shall require noise analysis of proposed development projects as part of the environmental review process and to require mitigation measures to reduce noise impacts to acceptable levels. The acoustical analysis shall:

1. Be the responsibility of the applicant.

2. Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics.

3. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions.

4. Estimate existing and projected (20 years) noise levels in terms of Ldn/CNEL and compare the levels to the adopted policies of the Safety Element.

5. Recommend appropriate mitigation to achieve compatibility with the adopted noise policies and standards of this Noise Element. Where the noise source in question consists of intermittent single events, the acoustical analysis must address the effects of maximum noise levels in sleeping rooms in terms of possible sleep disturbance.

6. Estimate noise exposure after the prescribed mitigation measures have been implemented. If the project does not comply with the adopted standards and policies of the Safety Element, the analysis must provide acoustical information for a statement of overriding considerations for the project.

7. Describe a post-project assessment program, which could be used to evaluate the effectiveness of the proposed mitigation measures.

[New Policy]

HS-8.15 Noise Buffering

The City shall require noise buffering or construction treatments (additional insulation, double paned glass, etc.) in new development that includes noise sensitive uses located near major streets, highways, the airport, railroad tracks, or other significant noise sources. [New Policy]

HS-8.16 State Noise Insulation Standards

The City shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code. [New Policy]

HS-8.17 California Vehicle Code Standards

The City shall actively support enforcement of California Vehicle Code sections relating to vehicle mufflers and modified exhaust systems. [New Policy]

HS-8.18 City Vehicles and Equipment

The City shall ensure that new equipment and vehicles purchased by the City of Ridgecrest are equipped with the best available noise reduction technology. [New Policy]

HS-8.19 Commercial Uses

The City shall require that noise produced by commercial uses not exceed 75 dB Ldn/CNEL at the nearest property line. [New Policy]

HS-8.20 Noise Easements

The City shall grant exceptions to the noise standards for commercial and industrial uses only if a recorded noise easement is conveyed by the affected property owners. [New Policy]

Safety Education

Goal HS-9	To protect the health and safety of Citizens from preventable accidents through efficient planning and public education. [New Policy]

HS-9.1 Citizen Involvement

The City shall establish programs which promote citizen involvement and neighborhood support in the prevention of crime and the identification and apprehension of offenders. [Source: Policy 8.1.14, Safety Element]

HS-9.2 Public Education

The City shall promote awareness among City residents of measures they can take to reduce the potential of personal and property crimes. [Source: Policy 8.1.15, Safety Element]

HS-9.3 Increase Public Awareness of Household Hazardous Waste

The City shall work with educational providers to educate the public as to the types of household hazardous waste and proper methods of disposal. [New Policy]

Transportation Hazards

Goal HS-10	Reduce the community safe and environmental health hazards associated with transportation. [New Goal]

HS-10.1 Planning Programs

Support land use, transportation management, infrastructure, and environmental planning programs that reduce vehicle emissions and improve air quality. [New Policy]

HS-10.2 Speed Reduction

Work to reduce speeds on roads where excessive rates of speed occur by increasing enforcement, improving signage, and/or traffic calming measures. Within neighborhood and community areas, alternative traffic calming techniques shall be first considered before resorting to other methods. [New Policy]

HS-10.3 Bicycle Safety

The City shall encourage efforts to educate the community about the bicycle circulation systems and safety, courtesy and motor vehicle code regulations pertinent to its use. [Source: Policy 8.1.18, Safety Element]

HS-10.4 Pedestrian Safety

To encourage a pedestrian friendly environment, the City shall develop a program to construct and improve sidewalks throughout the community. [Source: Policy 8.1.19, Safety Element - revised]

See also the policies under Chapter 4, Military Sustainability for hazards associated NAWS China Lake and Chapter 6, Circulation for transportation hazards.

Urban and Wildland Fire Hazards

Goal HS-11	Minimize the risks to life and property from urban and wildland fires. [New Goal]

HS-11.1 Enforce Code / Ordinances

The City shall enforce the City building code, fire code, and ordinances in regard to fire safety and fire protection. [New Policy]

HS-11.2 Educate Residents of Fire Hazards

The City shall educate residents of urban and wildland fire hazards and safety measures. [New Policy]

HS-11.3 Wildland Fire Management Plans

The City shall require the development of wildland fire management plans for projects adjoining significant areas of open space that may have high fuel loads. [New Policy]

HS-11.4 Buffer Zones for Fire Protection

The City shall require new development to incorporate additional greenbelts, fuel breaks, fuel reduction and buffer zones around communities to minimize potential fire losses. [New Policy]

HS-11.5 Weed Abatement

The City shall maintain a weed abatement program to ensure clearing of dry brush areas. Weed abatement activities shall be conducted in a manner consistent with all applicable environmental regulations. [New Policy]

8.4 Implementation Measures

Table 8-2, Health and Safety Implementation Measures, identifies the implementation measures the City should take to implement the goals and policies of this General Plan. The implementation program lists each specific implementation measure, a reference to which General Plan policy it is implementing, who is responsible to implement the program, and the timeframe for implementation.

Table 8-2. Health & Safety Implementation Measures

Implementation Measure		Policy	Who is Responsible	Timeframe			
				2008-2010	2010-2015	2015-2030	On-going
1.0	The City shall develop and implement a program for training staff in disaster preparedness and response. Contingency plans for disaster response and recovery should be incorporated into this program. [New Implementation Plan]	HS-1.2	Administration; Police	■			
2.0	The City shall coordinate and practice with the Indian Wells Valley Emergency Services Committee, Naval Air Weapons Station, other local agencies, and surrounding communities a plan defining emergency procedures. [Existing Implementation Measure #8, Safety Element]	HS-1.2 HS-3.11	Administration; Police				■

	Implementation Measure	Policy	Who is Responsible	Timeframe			
				2008-2010	2010-2015	2015-2030	On-going
3.0	The City shall continue to participate in regional air quality planning. [Existing Implementation Measure #2, Conservation Element]	HS-2.1 HS-2.2	Public Services				■
4.0	The City shall replace City fleet vehicles with low-emission technology vehicles, wherever feasible. [New Implementation Measure]	HS-2.1 HS-2.2	Public Works				■
5.0	The City shall review and update the Emergency Response Plan a minimum of every 5 years. [New Implementation Measure]	HS-3.10	Administration; Police		■		■
6.0	The City shall develop educational programs to encourage the public to be prepared for emergency situations, including keeping adequate supplies of food and water on hand and to prepare and maintain an earthquake survival kit. [Existing Implementation Measure #11, Safety Element - revised]	HS-3.12	Administration; Police				■
7.0	The City shall establish standards and limitations for development within the 100-year flood plain to ensure public safety. [Existing Implementation Measure #7, Conservation Element]	HS-4.10	Public Services; Public Works	■			
8.0	The City shall evaluate new seismic information as it becomes available and continually update seismic safety educational programs and seismic maps. [Existing Implementation Measure #6, Safety Element]	HS-5.1 HS-5.5 HS-5.6	Public Services; Public Works				■
9.0	The City shall adopt an ordinance requiring commercial and public buildings that have been vacant for one or more years to conform to the latest edition of the Uniform Building Code. [Existing Implementation Measure #9, Safety Element]	HS-5.4	Public Services	■			
10.0	The City shall ensure that new development meets the current seismic safety standards in accordance with the Uniform Building Code. [New Implementation Measure]	HS-5.9	Public Services				■

	Implementation Measure	Policy	Who is Responsible	Timeframe			
				2008-2010	2010-2015	2015-2030	On-going
11.0	The City shall evaluate and implement dust control alternatives for dirt roads and seek an agreement from Kern County and other state and federal land management agencies to implement similar regulations. [Implementation Measure #10, Conservation Element - revised]	HS-5.15 HS-5.21	Public Works	■			
12.0	The City shall adopt guidelines and procedures for evaluating and mitigating geologic hazards (e.g., liquefaction, expansive soils, faults) in the review and approval of both public and private development projects.. [New Implementation Measure]	HS-5.18	Public Services	■			
13.0	The City should reduce greenhouse gas emissions from City operations as well as from private development in compliance with the California Global Warming Act of 2006 and any applicable State regulations. [New Implementation Measure]	HS-6.3	Administration				■
14.0	The City shall develop a household hazardous waste drop-off and transfer program. This program should include the continuation of the routine collection of hazardous materials in conjunction with Kern County. [New Implementation Measure]	HS-7.6 HS-9.3	Public Services		■		
15.0	The City shall maintain an update list of sites within the Planning Area that store, use, or dispose of hazardous materials. [New Implementation Measure]	HS-7.9 HS-7.10	Public Services				■
16.0	The City shall develop siting and enforcement criteria for businesses that use, produce, or transport hazardous materials and wastes. The criteria shall be adopted as a provision in the City's Zoning Ordinance. [New Implementation Measure]	HS-7.10	Public Services	■			
17.0	Discourage incompatible land uses in areas impacted by noise along transportation routes that lie within 60 dBA noise contours, unless adequate noise insulation and buffering is provided. [Existing Implementation Measure #1, Noise Element]	HS-8.1 HS-8.5 HS-8.7 HS-8.8	Public Services				■

Implementation Measure		Policy	Who is Responsible	Timeframe			
				2008-2010	2010-2015	2015-2030	On-going
18.0	Develop a plan for circulation on local streets which would minimize noise levels from traffic in residential areas. [Existing Implementation Measure #2, Noise Element]	HS-8.1 HS-8.5	Public Works	■			
19.0	The City shall develop a municipal noise ordinance. [Existing Implementation Measure #5, Noise Element]	HS-8.1 HS-8.2	Public Services	■			
20.0	The City shall evaluate new noise information and regulations as it becomes available, and continually update the noise program, figures, and regulations. [Existing Implementation Measure #8, Noise Element]	HS-8.1 HS-8.16	Public Services				■
21.0	The City shall assess the need for monitoring of traffic noise and developing noise contours for heavily traveled streets. [Existing Implementation Measure #7, Noise Element]	HS-8.10	Public Works		■		
22.0	The City shall prepare guidelines for developers for reducing potential noise impacts (including construction-related noise impacts) on surrounding land uses. [New Implementation Measure]	HS-8.11 HS-8.14	Public Services	■			
23.0	The City shall develop a public information program designed to educate residents on safety hazards within the community and methods for reducing the potential for hazard occurrences or mitigating the impact of hazards if they were to occur. [New Implementation Measure]	HS-9.1 HS-9.2	Public Services	■			■

8.1 Introduction 1
8.2 Existing Conditions 5
8.3 Goals and Policies 5
8.4 Implementation Measures 24

Table 8-1. Maximum Allowable Noise Exposure by Land Use 20
Table 8-2. Health & Safety Implementation Measures 24

Error! No table of contents entries found.