Federal Agencies
- United States Fish and Wildlife Service
- United States Department of the Interior, Bureau of Land Management
- Federal Aviation Administration

State Agencies
- Department of Fish and Game
- California Air Resources Board
- Regional Water Quality Control Board – Lahontan Region

Local Agencies
- Kern County Air Pollution Control District
- Kern County Environmental Health Services Department
- Kern County Roads Department
- Kern County Fire Department
- Kern County Board of Supervisors

2.8 Incorporation by Reference

In accordance with Section 15150 of the State CEQA Guidelines to reduce the size of the report, the following documents are hereby incorporated by reference into this Draft EIR and are available for public review at the Kern County Planning and Community Development Department. A brief synopsis of the scope and content of these documents is provided below.

Kern County General Plan (KCGP) (September 2009)

The KCGP is a policy document with planned land use maps and related information that are designed to give long-range guidance to those County officials making decisions affecting the growth and resources of the unincorporated Kern County jurisdiction, excluding the metropolitan Bakersfield planning area. This document, adopted on June 14, 2004, and last amended on September 22, 2009, helps to ensure that day-to-day decisions conform to the long-range program designed to protect and further the public interest as related to Kern County’s growth and development and mitigate environmental impacts. The KCGP also serves as a guide to the private sector of the economy in relating its development initiatives to the public plans, objectives, and policies of the County.

Kern County Zoning Ordinance (March 2009)

According to Chapter 19.02.020, Purposes, Title 19 was adopted to promote and protect the public health, safety, and welfare through the orderly regulation of land uses throughout the unincorporated area of Kern County. Further, the purposes of this title are to:
- Provide the economic and social advantages resulting from an orderly planned use of land resources;
- Encourage and guide development consistent with the Kern County General Plan;
• Divide Kern County into zoning districts of a number, size, and location deemed necessary to carry out the purposes of the Kern County General Plan and this title;
• Regulate the size and use of lots, yards, and other open spaces;
• Regulate the use, location, height, bulk, and size of buildings and structures;
• Regulate the intensity of land use;
• Regulate the density of population in residential areas;
• Establish requirements for off-street parking;
• Regulate signs and billboards; and
• Provide for the enforcement of the regulations of Chapter 19.02 (Kern County, 2009).

**Destination 2030: Regional Transportation Plan (RTP)(2004)**

The latest RTP was adopted in 2004. Destination 2030 is a 26-year regional transportation plan that establishes a set of regional transportation goals, objectives, policies, and actions intended to guide development of the planned multimodal transportation systems in Kern County. It was developed through a continuing, comprehensive, and cooperative planning process, and provides for effective coordination between local, regional, State, and federal agencies. This RTP provides transportation and air quality goals, policies and actions for now and into the future, and includes programs and projects for congestion management, transit, airports, bicycles and pedestrians, roadways, and freight. In addition, it provides a discussion of all mechanisms used to finance transportation and air quality program implementation (Kern Council of Governments, 2004).

**County of Kern Housing Element (2008–2013)**

The development and preservation of adequate and affordable housing is important to the well-being of the residents and the economic prosperity of the County. To plan for the development of adequate housing for all income segments, a Housing Element was prepared as a part of the KCGP. This document specifically addresses housing needs and resources in the County’s unincorporated areas. The Housing Element must maintain consistency with the other elements of the KCGP.

**Kern County Airport Land Use Compatibility Plan (ALUCP) (2008)**

The ALUCP was originally adopted in 1996 and has since been amended to comply with Aeronautics Law, Public Utilities Code (Chapter 4, Article 3.5) regarding public airports and surrounding land use planning. As required by that law, proposals for public or private land use developments that occur within defined airport influence areas are subject to compatibility review. The principle airport land use compatibility concerns addressed by the plan are (1) exposure to aircraft noise, (2) land use safety with respect to both people and property on the ground and the occupants of aircraft, (3) protection of airport air space, and (4) general concerns related to aircraft overflights.

The ALUCP identifies policies and compatibility criteria for influence zones or planning area boundaries. The ALUCP maps and labels these zones as A, B1, B2, C, D, and E, ranging from the most restrictive (A – airport property-runway protection zone) to the least restrictive (D – disclosure to property owners only) while the E is intended to address special land use development. As required by law, the following affected cities have adopted the ALUCP for their respective airports: Bakersfield, California City, Delano, Shafter, Taft, Tehachapi, and Wasco.