

KERN COUNTY PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

STAFF REPORT

Director's Hearing

Date: December 18, 2014

FILE: PD Plan #10, Map #196-8
S.D.: #2 - Scrivner

TITLE: Precise Development Plan No. 10, Map No. 196-8

PROPOSAL: A Precise Development Plan to allow an auto service station (supercharging station) (Section 19.38.020.D.5) in an M-2 PD FPS (Medium Industrial - Precise Development Combining - Floodplain Secondary Combining) District

APPLICANT: Tesla Motors, Inc. by Black & Veatch (PP15135)

PROJECT SIZE: 30,232 square feet (0.7 acres)

LOCATION: 16940 Highway 14 in Mojave

GENERAL PLAN DESIGNATION: 7.2/2.5 (Service Industry/Flood Hazards) (Mojave Specific Plan)

SURROUNDING LAND USE/ZONING: North – Undeveloped land/C-2 PD FPS (General Commercial - Precise Development Combining - Floodplain Secondary Combining); East and South – Retail commercial/M-2 PD FPS (Medium Industrial - Precise Development Combining - Floodplain Secondary Combining); West – Department of Water and Power, and Undeveloped land/C-2 PD FPS

PROJECT ANALYSIS: The project site consists of a 30,232-square-foot parcel located at 16940 Highway 14, in the Mojave area. The site is zoned M-2 PD FPS and is designated 7.2/2.5 by the Mojave Specific Plan. The project site is developed with a 12,000 square foot building consisting of a restaurant (3,000 square feet), medical office/clinic (6,000-square feet) and a thrift shop (3,000-square feet). Property to the north is undeveloped, while property to the east and south are developed with retail commercial uses. State Route (SR) 14 abuts the western property boundary with property further west developed with a public utility headquarters and vacant land. The site lies within the "C" Zone (Common Traffic Pattern) for the Mojave Air and Space Port, according to the Kern County Airport Land Use Compatibility Plan. Access to the project site is provided by SR 14, which is designated as a State Highway/Expressway by the Circulation Element of the Mojave Specific Plan.

Project Site History

The project site is located on Parcel 1 of Parcel Map 6115, which recorded on July 16, 1982. Recordation resulted in the land division of an approximately 21.7-acre parcel, creating 11 parcels which are zoned M-2 PD FPS and developed with a shopping center. The applicant has furnished Staff with a copy of a Declaration of Restrictions and Grant of Easements pertaining all parcels within Parcel Map 6115, which includes a reciprocal parking agreement.

Proposed Project

The applicant is requesting approval of a precise development plan to allow an auto service station (supercharging station). As proposed, the supercharging station would include six individual

charging stations for vehicles, a 500 kilovolt ampere utility transformer, and a masonry wall enclosure encompassing a switchgear assembly, 200 kilowatt stationary storage unit and three supercharger cabinets. Eight of the existing 14 standard parking spaces on the project site would be required to accommodate the six supercharging stations. Consequently, two standard parking spaces would be eliminated. However, as noted above, a reciprocal parking agreement exists for the shopping center and sufficient parking is available to accommodate the loss.

The applicant notes that Tesla Superchargers allow Model S owners to travel for free between cities along well-traveled highways in North America, Europe and Asia. Superchargers are strategically placed to allow owners to drive from station to station with minimal stops.

A Supercharger is a fast-charge station capable of delivering up to 50 percent battery capacity to Model S in about 20 minutes (roughly 16 times faster than most public charging stations). According to the Tesla website, the fastest way to replenish a Model S is to charge to 80 percent state of charge, which is enough for travel between many Supercharger stations. Charging the final 20 percent takes approximately the same amount of time as the first 80 percent due to a necessary decrease in charging current to help top-off cells. In comparison, it is somewhat like turning down a faucet in order to fill a glass of water to the top without spilling. The company's CEO, Elon Musk, has said that Tesla will open up its Supercharging technology to help create a universal standard for all modern cars; however, at this time only Supercharges can only accommodate Model S owners.

Superchargers are typically located near amenities like roadside diners, cafes, and shopping centers. Road trippers can stop for a quick meal and have their Model S charged when they're done. Supercharger sites are outfitted with both "dedicated" stalls meant only for Tesla vehicles, and "enabled" stalls which allow for time-restricted general parking. Stations are open for charging 24-hours a day.

Notification and Request for Comments

During the processing this request, Staff notified surrounding property owners within 1,000-feet of the project site, affected agencies, and County departments. As of this writing, Staff received three comment letters. A copy of all correspondence received is attached for the Hearing Officer's reference.

- The California Department of Transportation (Caltrans) noted the following:
 - The project site shares a two-way driveway with the abutting parcel to the south (APN 236-060-26). Caltrans does not find any record of a driveway encroachment permit reflecting the owner of either parcel. Therefore, the applicant should obtain such a permit, or submit a copy of the permit if it has already been issued.
 - To promote both the Complete Streets and the Active Transportation Program, and for consistency with the Mojave Specific Plan (e.g. Policy 6.2.4 - Provide adequate sidewalks...) Caltrans requests a condition of approval be imposed for construction of a ramp and sidewalk, to comply with the Americans with Disability Act, on the north of the SR 14 driveway.
 - To improve driveway illumination for both pedestrian and vehicular traffic, Caltrans requests a condition of approval be imposed to provide a street light.

Should the Hearing Officer approve the proposed request, Staff is recommending a condition of approval to ensure that the applicant complies with all requirements made by Caltrans with regard to driveway encroachment permits and necessary on-site road-frontage improvements of the project site.

With regard to illumination, the site plans indicate the six supercharging stations would be illuminated, and pedestrian lighting would be installed to the north of the parking lot. Should the Hearing Officer approve the proposed request, Staff is recommending standard conditions of approval to ensure compliance with Chapter 19.81 (Outdoor Lighting “Dark Skies Ordinance”) of the Zoning Ordinance.

- The Kern County Roads Department noted that State Route 14 is under the jurisdiction of Caltrans. As such, they have no comments or recommendations at this time.
- The Kern County Department of Airports noted the project site appears to be in both the “C” zone and under the flight pattern for the Mojave Airport as defined in the County of Kern – Airport Land Use Compatibility Plan. Kern County Airports does not have jurisdiction or control over this airport; therefore, any and all concerns regarding this proposal should be coordinated with the East Kern Airport District.

Staff notes that a copy of the hearing notice for the proposed request was sent to the Mojave Air and Space Port (MASP) (name changed from East Kern Airport District effective January 1, 2013), however, no comments have been received from the MASP to date.

Compliance with Kern County Airport Land Use Compatibility Plan

The Airport Land Use Compatibility Plan was adopted in 1996 to establish procedures and criteria by which the County can address compatibility issues when making land use decisions regarding airports and land in close proximity to an airport. Principal compatibility concerns fall into four categories: (1) exposure to aircraft noise; (2) land use safety with respect to people and property on the ground and to the occupants of the aircraft; (3) protection of airport airspace; and (4) general concerns related to aircraft overflights. Prior to the approval of a discretionary proposal for land use development, specific findings must be made to ensure that a proposed development is consistent with the primary compatibility criteria. The Plan’s Compatibility Criteria Matrix (Table 2A - copy attached) represents a compilation of compatibility criteria associated with each of the four types of airport impacts listed.

As previously noted, the project site lies within the boundaries of the Mojave Air and Space Port Compatibility “C” Zone (Common Traffic Pattern) according to the Kern County Airport Land Use Compatibility Plan (ALUCP). Uses within the “C” Zone are subject to frequent aircraft noise intrusion and limited risk as aircraft are commonly below 1,000 feet above ground level. Pursuant to Table 2A of the ALUCP, the dedication of an aviation easement in the “C” Zone is only recommended for areas of residential use. As implementation of this request is intended to facilitate industrial development, Staff is not recommending inclusion of such an easement for the proposed project.

Based on the information in the record to date, implementation of the proposed request as recommended by Staff will affirm the project’s compliance with the applicable goals and policies of the County’s ALUCP.

Environmental Review

In reviewing the proposal, Staff has considered the applicable provisions of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. Section 21084 of the Public Resources Code requires the CEQA Guidelines to include a list of classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. This includes Class 3 projects which consist of construction and location of limited numbers of new, small facilities or structures. Examples include, but are not limited to, a store, restaurant, or similar structure not involving the use of significant amounts of hazardous substances. Based on the information contained in the record to date, it is Staff's conclusion the project qualifies as one that can be found to be categorically exempt from the requirement for preparation and review of an environmental document pursuant to Section 15303 of the State CEQA Guidelines.

Conclusion

Section 19.56.150 (Precise Development Combining District – Basis for Approval) of the Zoning Ordinance states that the decision-making authority may approve or conditionally approve an application for a precise development plan if it finds both of the following:

- (1) The proposed development is consistent with the designations, goals, and policies of the applicable General or Specific Plan.
- (2) The proposed development will not be materially detrimental to the health and safety of the public or property and residents in the vicinity.

Staff notes the purpose of the 7.2 (Service Industrial) map code designation is intended for uses including accessory uses to an airport, and industrial service uses that may include outdoor storage or use of heavy equipment. The purpose of the M-2 (Medium Industrial) District is to classify areas for general manufacturing, processing, and assembly activities. The purpose of the PD (Precise Development Combining) District is to classify areas with unique site characteristics or environmental conditions or areas surrounded by sensitive land uses to ensure that development in such areas is compatible with such constraints. The purpose of the FPS (Floodplain Secondary Combining) District is to protect the public health and safety and minimize property damage by designating areas that are subject to flooding with relatively low velocities or depths and by establishing reasonable restrictions on land use in such areas. The M-2 District is consistent with the purpose and intent of the 7.2 map code designation. An auto service station is a permitted use within the M-2 District, subject to compliance with Chapter 19.80 (Special Development Standards) of the Zoning Ordinance. As proposed and subject to the recommended conditions of approval, the requested precise development plan meets the minimum requirements of the Zoning Ordinance (Title 19). Adherence with the recommended conditions of approval should provide the necessary assurances the requested use will not be materially detrimental to the health, safety, or welfare of the public or to property and residents in the vicinity in addition to affirming the development complies with all applicable laws, ordinances, and regulations.

Based on the foregoing evaluation, Staff concludes that, with the applicant's adherence to the conditions of approval adopted by the Hearing Officer, the request sufficiently demonstrates compliance with the necessary findings and, therefore, recommends approval of the precise development plan, subject to conditions.

PUBLIC INQUIRY OR CORRESPONDENCE: Kern County Roads Department; Kern County Department of Airports; California Department of Transportation

CEQA ACTION: Environmental Review: Categorically Exempt, Section 15303

DEPARTMENT RECOMMENDATION: Approve precise development plan subject to conditions.

RECOMMENDED CONDITIONS OF APPROVAL:

- (1) Development shall be in substantial conformity with the approved plan, and the approved plan shall be revised to include the following conditions of approval.
- (2) All necessary building permits must be obtained.
- (3) The precise development plan authorizes the development of an auto service station (supercharging station) for the purposes of charging electric vehicles. Any additions or expansions to the approved plan may be subject to the formal modification to this plan or a new precise development plan, as determined by the Director of the Kern County Planning and Community Development Department.
- (4) Prior to the issuance of building or grading permits, the applicant shall submit documentation of the following:
 - (a) Fire flows, fire protection facilities, and access ways shall be as required and approved by the Kern County Fire Department.
 - (b) A plan for the disposal of drainage waters originating on site and from adjacent road rights-of-way shall be approved by the Kern County Engineering, Surveying, and Permit Services Department/ Floodplain Management, if required. Easements or grant deeds shall be given to the County of Kern for drainage purposes or access thereto, as necessary.
- (5) An Outdoor Lighting Plan shall be submitted for review and approval by Kern County Engineering, Surveying, and Permit Services Department in accordance with Chapter 19.81 (Outdoor Lighting "Dark Skies Ordinance") of the Zoning Ordinance. A copy of the approved Outdoor Lighting Plan shall be submitted to the Kern County Planning and Community Development Department.
- (6) **Prior to final occupancy approval, the following conditions shall be verified by the building inspector and shall be continuously maintained while this permit is active:**
 - (a) The applicant shall submit written evidence to the Kern County Roads Department and the Kern County Planning and Community Development Department documenting consultation with the California Department of Transportation (Caltrans) regarding the project, and that all comments and conditions (driveway encroachments, road improvements, and lighting) for State Route 14 have been obtained pursuant to the requirements of Caltrans, which may include an encroachment permit and irrevocable offer of dedication, and compliance therewith.
 - (b) All easements shall be kept open, clear, and free from buildings and structures of any kind pursuant to Chapters 18.50 and 18.55 of the Kern County Land Division

Ordinance. All obstructions, including utility poles and lines, trees, pole signs, or similar obstructions, shall be removed from the ultimate road rights-of-way in accordance with Section 18.55.030 of the Land Division Ordinance. Compliance with this requirement is the responsibility of the applicant and may result in significant financial expenditures.

- (c) A minimum of 12 on-site parking spaces shall be provided of which no less than 6 spaces shall be provided for the purposes of charging electric vehicles. Handicap accessible parking spaces shall be provided in accordance with the requirements of Title 24 of the California Administrative Code. Parking shall be provided in accordance with Chapter 19.82 of the Zoning Ordinance.
 - (d) All access drives, parking areas, and vehicle maneuvering areas shall be surfaced with a minimum of two (2) inches of asphaltic concrete paving constructed over a minimum of three inches of compacted base material or material of higher quality.
 - (e) Standard vehicle parking spaces shall be 9 feet by 20 feet or larger in size and shall be designated by white painted stripes. A maximum of 20 percent of the required parking spaces may be designated as compact spaces and shall be 8 feet by 16 feet or larger in size.
 - (f) Concrete wheel blocks or a six-inch raised A.C. curb shall be installed at each parking space that abuts a structure or property line.
 - (g) All signs shall be approved by the Director of the Kern County Planning and Community Development Department prior to installation.
 - (h) From the drop point of any overhead power pole on the periphery of the site, all new on-site utility services shall be placed underground.
- (7) The property owner shall continuously comply with the following conditions of approval during implementation of this permit:
- (a) The development shall comply with any requirements of the Eastern Kern Air Pollution Control District.
 - (b) All exterior/outdoor lighting fixtures shall comply with Chapter 19.81 (Outdoor Lighting "Dark Skies Ordinance") of the Kern County Zoning Ordinance. Lighting fixtures shall not exceed a height of 20 feet above grade, if freestanding, or the height of the building upon which they are attached. Light fixtures shall be maintained in sound operating conditions at all times.
 - (c) All signs shall comply with the signage regulations of the applicable base zone district and with Chapter 19.84 and Chapter 19.81.040(h) of the Zoning Ordinance.
 - (d) During all on-site grading and construction activities, adequate measures shall be implemented to control fugitive dust.
- (8) Should a conflict occur between the statistical data shown on the plan and the conditions of approval, the conditions of approval shall prevail.

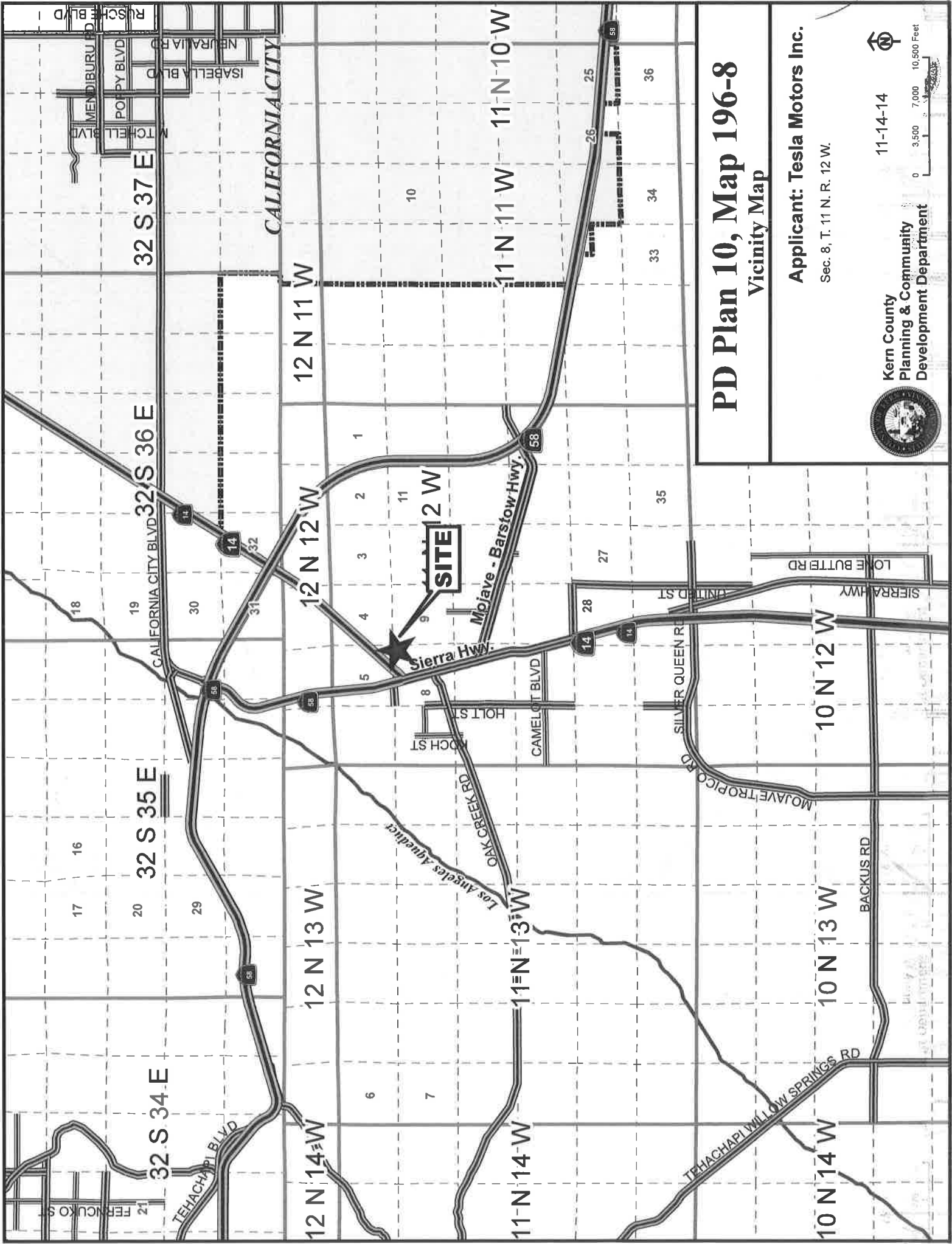
- (9) If the development approved by this precise development plan has not commenced within two years of the date of approval, this plan shall become null and void unless an extension of time has been granted by the Director of the Kern County Planning and Community Development Department, upon written request before expiration of the two (2) year period.
- (10) Noncompliance with the adopted conditions of approval may cause permit revocation proceedings in accordance with Section 19.102.020 of the Ordinance Code.
- (11) At the time building permits are applied for, a filing fee of \$130 may be imposed to ensure that final plans are consistent with adopted conditions of approval. This fee may serve as an initial deposit for particularly complex cases, in which case a cost recovery agreement will be required and charges will be billed at \$100 per hour.

BASIS FOR APPROVAL AND RECOMMENDED FINDINGS:

- (1) The proposed development is consistent with the designations, goals, and policies of the Mojave Specific Plan.
- (2) The proposed development will not be materially detrimental to the health and safety of the public or to property and residents in the vicinity.
- (3) Approval of the precise development plan, as conditioned, will allow the reasonable development of the property while ensuring the protection of neighboring land uses and the safety of the public.
- (4) The project is consistent with the Airport Land Use Compatibility Plan policies to protect the public health, safety, and welfare of the public. The project is located within the C zone and with the imposition of the limitations to land uses, provision of open space and conditions of approval included in the final approval, the project is protective of the public welfare.
- (5) The Hearing Officer has found the project to be categorically exempt from the requirement for preparation of environmental documents pursuant to Section 15303 of the State CEQA Guidelines.

PJJ:RC:mc

Attachments



PD Plan 10, Map 196-8

Vicinity Map

Applicant: Tesla Motors Inc.
Sec. 8, T. 11 N. R. 12 W.



**Kern County
Planning & Community
Development Department**



11-14-14

0 3,500 7,000 10,500 Feet

PD Plan 10, Map 196-8

Existing Zoning

KERN COUNTY ZONING DESIGNATIONS

A-1 - Limited Agriculture
C-2 - General Commercial
FPS - Floodplain Secondary Combining
H - Airport Approach Height Combining
M-2 - Medium Industrial
PD - Precise Development Combining



Site



Zoning Boundaries

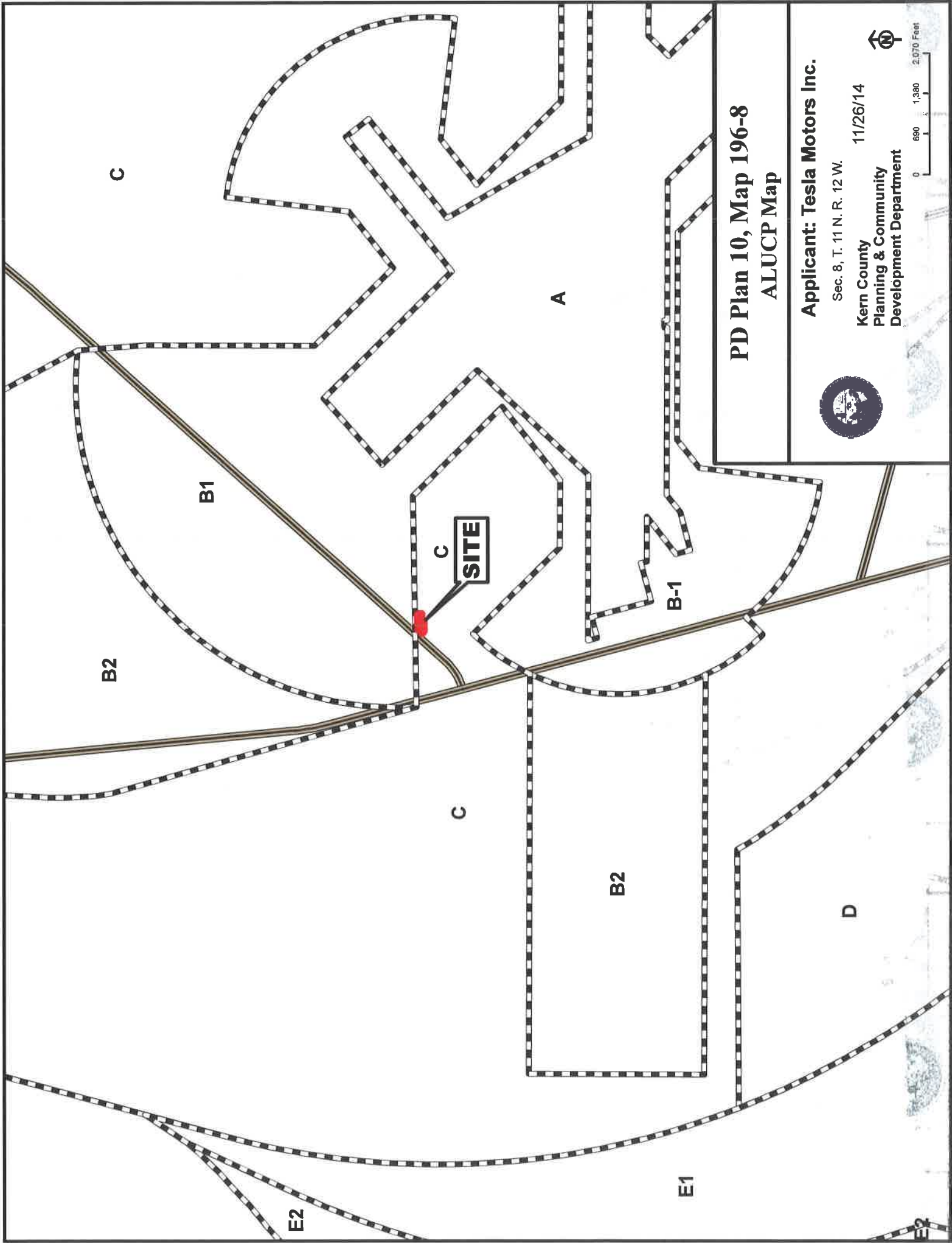
Applicant: Tesla Motors Inc.

Sec. 8, T. 11 N. R. 12 W.

Kern County
Planning & Community
Development Department

11/14/14





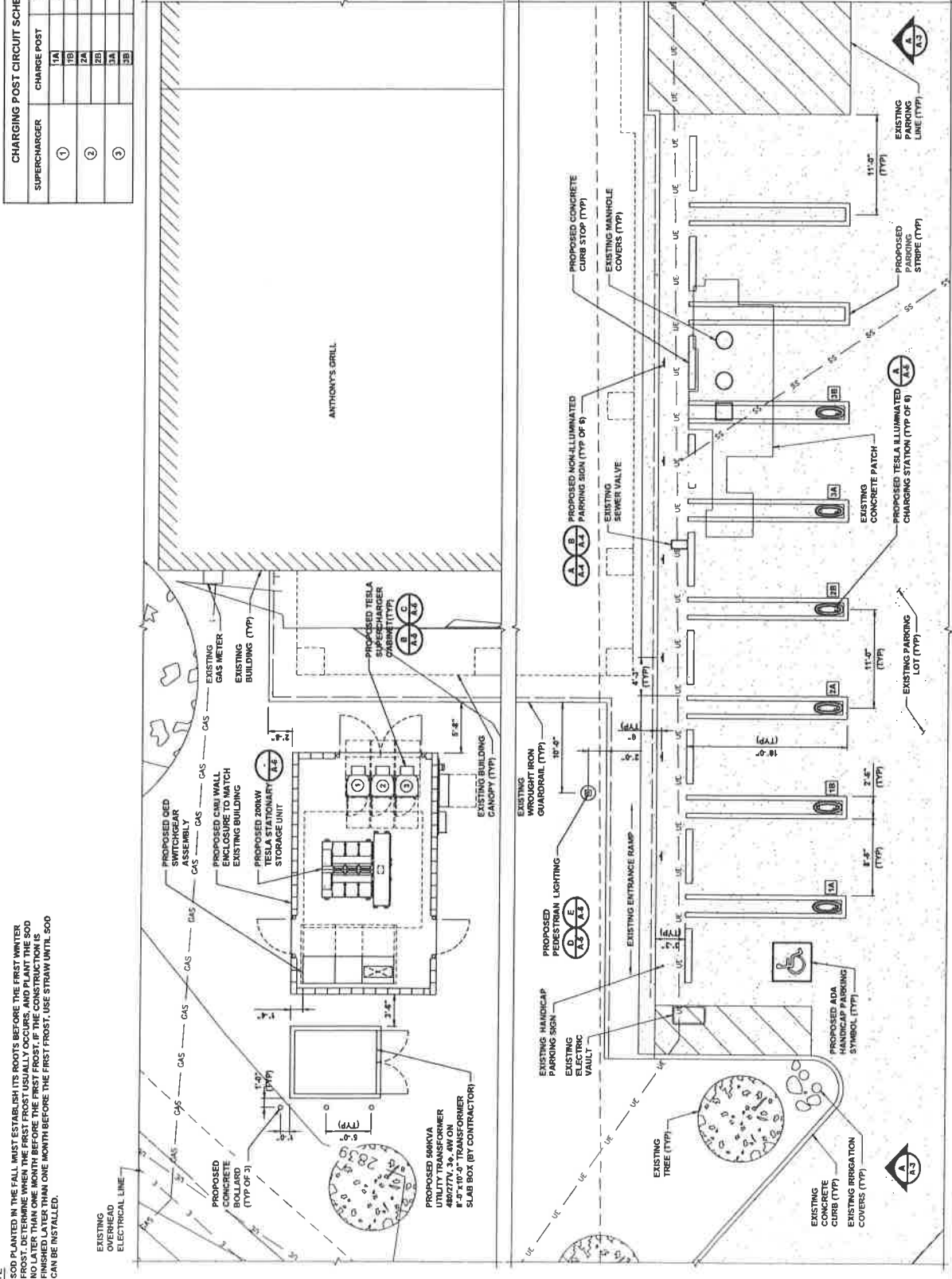
LEGAL DESCRIPTION:
ORDER NO. 0023227-993-551 - PARENT PARCEL 1 (PPT-1)
KERN COUNTY PARCEL MAP NO. 8115 IN THE UNINCORPORATED AREAS OF THE COUNTY OF KERN, CALIFORNIA, SHOWING THE SEVERAL TRACTS OF LAND, TO-WIT:
71 OF PARCEL MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAND COUNTY, APN 266 - 180 - 25 - 00

STATISTICAL INFORMATION:
EXISTING & PROPOSED ZONING: M-2 PD
EXISTING USE: RESTAURANT
PROPOSED USE: TENANT IMPROVEMENT - TESLA CHARGING STATION
ACREAGE: 30,893 SQ. FT. GR. / 30,232 SQ. FT. NET
PROPOSED ENCLOSURE: 10 STANDARD; 1 HANDICAP
ENCLOSURE COVERAGE: 1.35%
LANDSCAPE COVERAGE: 10.86%
EXISTING: 10 STANDARD; 1 HANDICAP
PROPOSED: 8 STANDARD; 1 HANDICAP
SEWAGE DISPOSAL: EXISTING ON SITE SANITARY SEWER SYSTEM
WATER SUPPLY: EXISTING ON SITE WATER
DRAINAGE: DIRECTED TO PARKING LOT/STREET

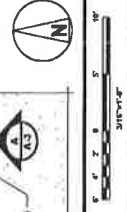
LEGEND:
LS LANDSCAPE AREA/OPEN SPACE
NO. OF PARKING SPACES
EXISTING PARKING LOT ASPHALT
VEHICULAR INGRESS AND EGRESS

PD Plan 10, Map 196-8

CHARGING POST CIRCUIT SCHEDULE		
SUPERCHARGER	CHARGE POST	DECK
①	1A	ENAB
	1B	DEDIC
②	2A	DEDIC
	2B	ENAB
③	3A	ENAB
	3B	ENAB

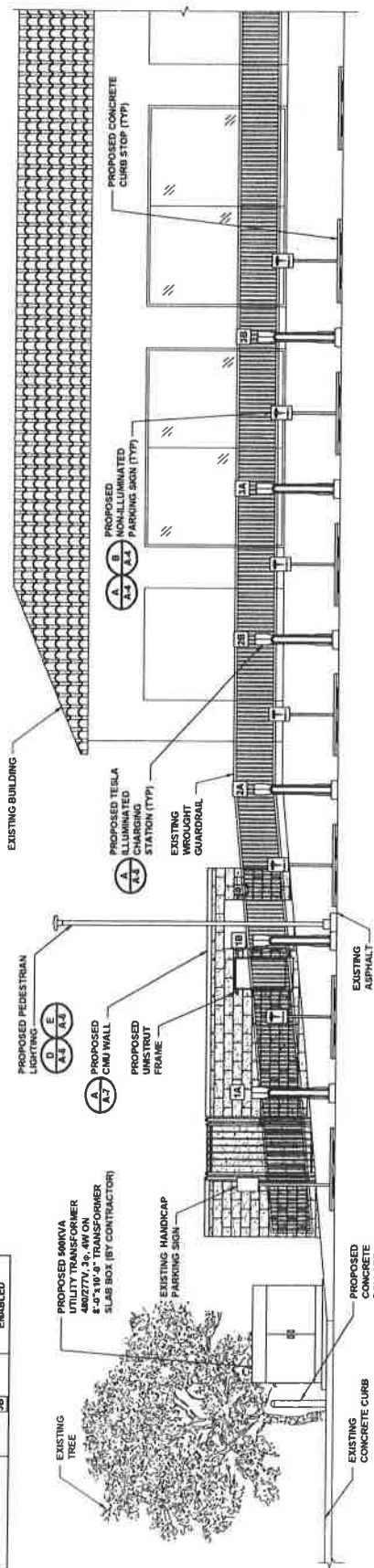


PROPOSED SITE PLAN

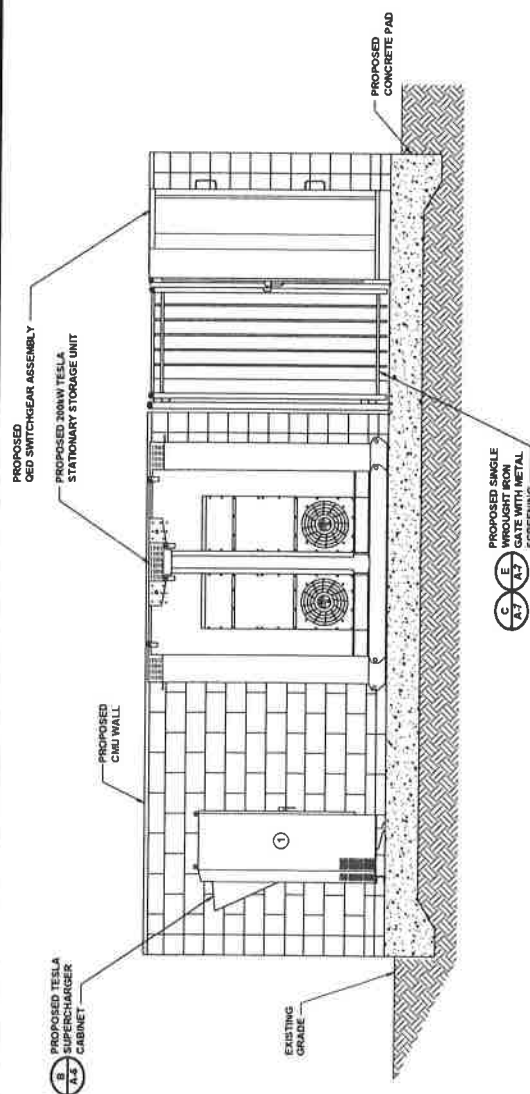


PD Plan 10, Map 196-8

CHARGING POST CIRCUIT SCHEDULE		
SUPERCARGER	CHARGE POST	DEDICATED / ENABLED
①	1A	DEDICATED
	1B	DEDICATED
	2A	DEDICATED
②	2B	ENABLED
	3A	ENABLED
	3B	ENABLED
③		



SITE ELEVATION



SITE ELEVATION



Table 2A

Compatibility Criteria

Kern County Airport Land Use Compatibility Plan

Zone	Location ¹	Impact Elements	Maximum Densities		Required Open Land ⁴
			Residential ² (du/ac)	Other Uses (people/ac) ³	
A	Runway Protection Zone or within Building Restriction Line	<ul style="list-style-type: none"> High risk High noise levels 	0	10	All Remaining
B1	Approach/Departure Zone and Adjacent to Runway	<ul style="list-style-type: none"> Substantial risk — aircraft commonly below 400 ft. AGL or within 1,000 ft. of runway Substantial noise 	0.1	60	30%
B2	Extended Approach/Departure Zone	<ul style="list-style-type: none"> Significant risk — aircraft commonly below 800 ft. AGL Significant noise 	0.5	60	30%
C	Common Traffic Pattern	<ul style="list-style-type: none"> Limited risk — aircraft at or below 1,000 ft. AGL Frequent noise intrusion 	15	150	15%
D	Other Airport Environs	<ul style="list-style-type: none"> Negligible risk Potential for annoyance from overflights 	No Limit	No Limit	No Requirement
E	Special Land Use	<ul style="list-style-type: none"> Compatibility Issues 	15	150	No Requirement

Zone	Additional Criteria		Examples	
	Prohibited Uses ⁵	Other Development Conditions ⁵	Normally Acceptable Uses ⁹	Uses Not Normally Acceptable ¹⁰
A	<ul style="list-style-type: none"> All structures except ones with location set by aeronautical function Assemblages of people Objects exceeding FAR Part 77 height limits Hazards to flight⁶ 	<ul style="list-style-type: none"> Dedication of aviation easement 	<ul style="list-style-type: none"> Aircraft tiedown apron Pastures, field crops, vineyards Automobile parking 	<ul style="list-style-type: none"> Heavy poles, signs, large trees, etc.
B1 and B2	<ul style="list-style-type: none"> Schools, day care centers, libraries Hospitals, nursing homes Highly noise-sensitive uses (e.g. amphitheaters) Storage of highly flammable materials⁷ Hazards to flight⁶ 	<ul style="list-style-type: none"> Locate structures maximum distance from extended runway centerline Dedication of aviation easement 	<ul style="list-style-type: none"> Uses in Zone A Any agricultural use except ones attracting bird flocks Warehousing, truck terminals Two-story offices Single-family homes on an existing lot 	<ul style="list-style-type: none"> Residential subdivisions Intensive retail uses Intensive manufacturing or food processing uses Offices with more than two stories Hotels and motels
C	<ul style="list-style-type: none"> Schools Hospitals, nursing homes Hazards to flight⁶ 	<ul style="list-style-type: none"> Dedication of overflight easement for residential uses 	<ul style="list-style-type: none"> Uses in Zone B Parks, playgrounds Most retail uses Duplexes and medium-density apartments Two-story motels 	<ul style="list-style-type: none"> Large shopping malls Theaters, auditoriums Large sports stadiums Hi-rise office buildings with more than four stories
D	<ul style="list-style-type: none"> Hazards to flight⁶ 	<ul style="list-style-type: none"> Deed notice required for residential development 	<ul style="list-style-type: none"> All except ones hazardous to flight 	
E	<ul style="list-style-type: none"> Hazards to flight⁶ 	<ul style="list-style-type: none"> Special development conditions 	<ul style="list-style-type: none"> Unique circumstance land use development¹¹ 	

Table 2A Continued

Compatibility Criteria**Kern County Airport Land Use Compatibility Plan****NOTES**

- 1 Zones may also apply elsewhere if an airport has atypical operational procedures or specialized aircraft activities.
- 2 Residential parcels should not contain more than the indicated number of dwelling units per gross acre. Clustering of units is encouraged as a means of meeting the Required Open Land requirements.
- 3 The land use should not attract more than the indicated number of people per acre at any time. This figure should include all individuals who may be on the property (e.g., employees, customers/visitors, etc.). These densities are intended as general planning guidelines to aid in determining the acceptability of proposed land uses. Special short-term events related to aviation (e.g., air shows), as well as non-aviation special events, are exempt from the maximum density criteria.
- 4 Open land requirements are intended to be applied with respect to the entire zone. This is typically accomplished initially as part of the community's general plan or a specific plan.
- 5 May be modified by airport-specific policies or decision of local governing body with appropriate adopted findings based upon evidence in the record.
- 6 See Policy Section 3.3.
- 7 Within the B1 and B2 zones, only the following flammable materials are permitted: aviation fuel, other aviation-related materials, and up to 2,000 gallons of nonaviation materials.
- 8 These conditions do not apply to ministerial actions.
- 9 These uses typically can be designed to meet the density requirements and other development conditions listed.
- 10 These uses typically do not meet the density and other development conditions listed. They should be allowed only if a major community objective is served by their location in this zone and no feasible alternative location exists.
- 11 The E zone accommodates land uses with special characteristics that are not normally allowed in the C Zone. Each E zone is unique to the requested land use and each individual airport. Special conditions of development may be formulated in order to minimize flight hazards.

Source: *Comprehensive Airport Land Use Plan (1996)*

**COUNTY OF KERN
DEPARTMENT OF AIRPORTS**



RICHARD STRICKLAND, C.M.
Director

Meadows Field Airport

3701 Wings Way, Suite 300 • Bakersfield, CA 93308

Telephone (661) 391-1800 • FAX (661) 391-1801 • email: stricklandr@co.kern.ca.us

System Airports

Elk Hills - Buttonwillow

Poso • Kern Valley • Wasco

Lost Hills • Taft • Meadows Field

December 1, 2014

Randall P. Cates, Planner 3
Kern County Planning Department
2700 "M" Street, Suite 100
Bakersfield, CA 93301

Re: 16940 Highway 14 in Mojave

Dear Randall P. Cates:

These projects appear to be in both the C zone and under the flight pattern for the Mojave Airport as defined in the County of Kern - Airport Land Use Compatibility Plan.

Kern County Airports does not have jurisdiction or control over this airport; therefore, any and all concerns regarding this proposal should be coordinated with the East Kern Airport District.

Please contact me if you have any questions.


Respectfully,

Ron Brewster CM, CAE
Airports Chief Operations Officer

cc: East Kern Airport District - Kern

COUNTY OF KERN
DEVELOPMENT SERVICES AGENCY
ROADS DEPARTMENT
Office Memorandum

To: Lorelei Oviatt, Director
Planning and Community Development Department
Attn: Randall Cates, Planner 3
November 26, 2014

From: Warren D. Maxwell, Transportation Development Engineer
Roads Department 

Subject: 7-6 Precise Development Plan #10, Map 196-8 (16640 Highway 14,
Mojave)

This Department has reviewed the subject project and determined that State Route 14 is under the jurisdiction of Caltrans. Therefore no comment.

Thank you for the opportunity to comment on this project. If you have any questions or comment, please contact Brian Blacklock of this Department.

DEPARTMENT OF TRANSPORTATION

DISTRICT 9
500 SOUTH MAIN STREET
BISHOP, CA 93514
PHONE (760) 872-0785
FAX (760) 872-0678
TTY 711
www.dot.ca.gov



*Serious drought.
Help save water!*

November 26, 2014

Mr. Randall P. Cates
Kern Planning/Community Development Department
2700 M Street, Suite 100
Bakersfield, California 93301

File: 09-Ker-14-16.7
DEIR
SCH #: none

Mojave Tesla Motors – Precise Development Plan (PDP) #10, Map #196-8

Dear Mr. Cates:

The California Department of Transportation (Caltrans) District 9 appreciates the opportunity to review the proposed PDP for the Mojave auto charging station, accessing State Route (SR) 14. We have the following comments:

- The project parcel (APN 236-060-25 - owners Yoon, Doo H Yoon, Eunice S) shares a two-way driveway with the abutting parcel (APN 236-060-26 - owners Choi, Young Ja Kim, Young Ja). We don't know if this has been formally documented, but we find no record of a Caltrans driveway encroachment permit reflecting either owner. If a permit exists, please have the project proponent provide us a copy.
- If no permit is found, one is necessary to reflect current ownership/responsibility. For details, please contact our Permits Engineer - Kurt Weiermann at (760) 872-0781 or kurt.weiermann@dot.ca.gov. See also:

Encroachment Permit Application:

[http://www.dot.ca.gov/hq/traffops/developserv/permits/pdf/forms/Std._E.P._Application_\(TR-0100\).pdf](http://www.dot.ca.gov/hq/traffops/developserv/permits/pdf/forms/Std._E.P._Application_(TR-0100).pdf)

Encroachment Permit Instructions:

http://www.dot.ca.gov/hq/traffops/developserv/permits/pdf/forms/encrchpermt_instruc.pdf

- To promote both Complete Streets and the Active Transportation Program, and for consistency with the Mojave Specific Plan (e.g. Policy 6.2.4 - Provide adequate sidewalks...) the County could consider defining a project condition for construction of a ramp and sidewalk (to comply with the Americans with Disability Act) on the north of the SR 14 driveway.

Randall Cates
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- To improve driveway illumination for both pedestrian and vehicular traffic, the County could also consider defining a project condition to provide a street light.

We value our cooperative working relationship regarding project related State highway impacts in eastern Kern County. I may be contacted at (760) 872-0785, with any questions.

Sincerely,



GAYLE J. ROSANDER
IGR/CEQA Coordinator

c: Mark Reistetter, Caltrans