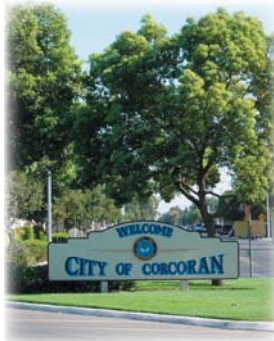


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# CORCORAN GENERAL PLAN 2025

## Policies Statement



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Adopted March 19, 2007



# **CITY OF CORCORAN**

## **General Plan 2025 Policies Statement**

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Raymond Lerma, Vice-  
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**Adopted March 19, 2007**



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## **INTRODUCTION**







## INTRODUCTION

California state law requires each city and county to adopt a General Plan “for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning” (§65300). The California Supreme Court has called the General Plan the “constitution for future development.” Corcoran’s General Plan expresses the community’s development goals and embodies public policy relative to the distribution of future land uses, both public and private. State law specifies that each General Plan address seven issue areas (“elements”): land use, circulation, open space, conservation, housing, safety and noise. Additional elements may be added as a local option.

The Corcoran General Plan provides comprehensive planning for the future. It encompasses what the City is now, what it intends to be, and provides the overall framework of how to achieve this future condition. Estimates are made about future population, household types, and employment, so that plans for land use, circulation and public facilities can be made to meet future needs. The General Plan represents an agreement on the fundamental values and a vision that is shared by the residents and the business community of Corcoran and the surrounding area of interest. Its purpose is to provide decision makers and City staff with direction for confronting present issues, as an aid in coordinating planning issues with other governmental agencies, and for navigating the future.

- The Land Use Element provides the central policy context on which to base all land use decision making in Corcoran. It is through the implementation of the goals, objectives, and policies that the future land use pattern of Corcoran will continue to be shaped.
- The Housing Element looks at the current and future need for housing units, the capacity in the City for additional units, the types of households that will need some form of assistance or special housing, and ways to perpetuate existing housing. Corcoran’s Housing Element was adopted in 2004 with the other incorporated cities in Kings County.
- Transportation routes, design standards for streets, and current and future traffic levels on City streets are among the issues covered in the Circulation Element of the General Plan.

- Conservation issues include strategies for an orderly transition from agriculture to urban uses, groundwater recharge, conservation of ground water resources, and commitment to conservation of agricultural lands through efficient development.
- Open space and recreation issues include discussion of parks and recreation resources, targeted growth of these facilities, and targeting open space to function in a multi-use capacity.
- Existing and future noise from traffic, rail and other activities are issues discussed in the Noise Element.
- The Safety Element of the General Plan analyzes conditions in the City and surrounding area that may be hazardous to those who live and work there, such as flood inundation, fire and hazardous materials.

Each of these issue areas have goals, objectives, and policies designed to provide a safe and pleasant environment in the future. Corcoran's General Plan contains not only the seven mandatory elements required by state law, but also several optional elements. These include: Public Services and Facilities, Community Design, and Air Quality. Each General Plan chapter covers an aspect of the City's growth and development. Components of each section are interrelated and therefore must be consistent with each other. Taken together, they provide the guidance for all aspects of planning for the future.

Having adopted the General Plan, the City assumes the responsibility to implement it, to report on its continuous status, and to communicate with citizens and other agencies regarding the Plan's policies.

### ***Organization of the General Plan***

This General Plan is an update, expansion and reorganization of the 1997 General Plan. Significant changes to the 1997 General Plan have occurred; including expanding the boundaries of the Sphere of Influence (SOI) to Nevada Avenue to the north and to the Tulare County boundary to the east, an updated circulation system; and a new Planning Area beyond the SOI. The Planning Area encompasses the City limits and SOI, and unincorporated territory bearing a relation to the City's planning.

The Corcoran General Plan consists of three separate documents – a General Plan Background Report, the General Plan Policies Statement, and the Environmental Impact Report (EIR) and technical appendices. The General Plan Policies document contains eight (8) chapters. The focus of each element consists of goals, objectives and policies associated with the major issue areas. Some of the elements contain related background information required by State law. The EIR presents three alternatives and documents how the proposed plan will impact the environment as compared to the alternative plans. The technical appendices contain technical reports and background information which provide a more detailed analysis.

**Context**

The Corcoran General Plan Planning Area is located within southeast Kings County, approximately 17 miles south of Hanford and 14 miles southwest of Tulare. The Corcoran General Plan covers a 26.5 square mile Planning Area which encompasses the City of Corcoran and unincorporated Kings County, inclusive of the City's SOI. All lands outside of the City's boundary are regulated by the Kings County General Plan and zoning designations. However, State law requires that cities plan for areas outside of their immediate jurisdiction, if the areas have a direct relationship to planning needs. The SOI also establishes the area in which annexations may be permitted.

The Corcoran Planning Area consists of three distinct geographical areas: The City, which represents the incorporated City within the City limit boundaries; the SOI which is slightly larger than the City's previous SOI; and the Planning Area, which includes unincorporated Kings County lands outside of the City's SOI.

**Intent of the Plan**

This General Plan was developed through a cooperative effort involving the City Council and Planning Commission, City staff and their consultants, a General Plan Advisory Committee, and interested citizens who participated in a "visioning workshop." The General Plan Update process disclosed that expansion of employment, recreation and industrial opportunities and more higher-end housing are concerns which have been instrumental in shaping the plan.

The Planning Commission and City Council adopted Planning Principles on October 26, 2005 which helped to guide the development of the General Plan and asked that a General Plan Advisory Committee (GPAC) review the policies appropriate to implement these principles and to develop a land use plan. The Planning Principles are as follows:

- Corcoran's friendly, small town atmosphere should be preserved by ensuring diverse, appropriate scale retail services; citizen participation in decision making; quality of public schools and adequacy of public services.
- Additional services and facilities should be planned so that Corcoran provides a full range of medical, office, retail, convenience and entertainment services that are needed by residents.
- The role of the downtown as a focal point for the community should be preserved. Adequate expansion area should be planned so that it will grow in proportion to the rest of the community. Sites for more retail, entertainment, specialty stores and medical services should be identified.
- The commercial opportunities afforded by Highways 43 and 137 should be capitalized on.
- Development in the community should be compact and contiguous to existing developed areas. New development should "square off" existing developed areas.

- The City's Sphere of Influence and growth policies should ensure that the community is physically distinct from others and contains an agricultural buffer area.
- Traffic conflicts should be resolved, including connectivity between neighborhoods, access to industrial areas, critical intersections and railroad crossings. Growth should be allocated with accessibility constraints in mind.
- Local streets and minor collector streets should be used to provide connectivity between neighborhoods while limiting cross-town trips through neighborhoods. Collector and local roads should be designed to provide good, safe connectivity between neighborhoods, services and facilities.
- The major gateways into Corcoran should be aesthetic and inviting to both travelers and residents. This shall be accomplished with appropriate signage, landscaping and general clean-up of the area.

### ***Administering the General Plan Program***

Once adopted, the General Plan does not remain static. State law provides direction on how cities can maintain the plan as a contemporary policy guide. Government Code section 65400 [b] directs the Community Development Department to report annually to the City Council on the status of the plan and progress in its implementation.

Over time it may be necessary to re-evaluate the goals, objectives and policies and modify them due to changes in the environment, regional considerations, and the economy. Up to four general plan amendments per year for each mandatory element are permitted by State law. It is required that any decision on a general plan amendment be supported by findings of fact.

### ***General Plan Requirements***

While they allow considerable flexibility, state planning laws do establish some requirements for the issues that general plans must address. The California Government Code establishes both the content of general plans and rules for their adoption and subsequent amendment. Together, state law and judicial decisions establish three overall guidelines for general plans.

- **The General Plan must be comprehensive.** This requirement has two aspects. First, the General Plan must be geographically comprehensive. That is, it must apply throughout the entire incorporated area and it should include other areas that the City determines are relevant to its planning. Second, the General Plan must address the full range of issues that affects the City's physical development.
- **The General Plan must be internally consistent.** This requirement means that the General Plan must fully integrate its separate parts and relate them to each other without conflict. The internal consistency requirement has five dimensions: equal status among elements,

consistency between elements, consistency within elements, area plan consistency and text and diagram consistency.

- **The General Plan must be long-range.** Since the General Plan affects the welfare of current and future generations, state law requires that the plan take a long-term perspective (§65300). The General Plan projects conditions and needs into the future as a basis for determining objectives. It also establishes long-term policies for day-to-day decision-making based upon those objectives.



# **CHAPTER 1.0**

## **LAND USE ELEMENT**







## **1.0 LAND USE ELEMENT**

### **INTRODUCTION**

The Land Use Element is a guide to future land use within Corcoran and affects many of the issues addressed in the other General Plan elements. The Land Use Element identifies the type and location of future land uses within the City. The specific land uses and their location within the community in turn affect the remaining General Plan elements. For example, the location and type of land uses outlined in the Land Use Element affect the circulation system that is identified in the Circulation Element, and the land uses identified in the Land Use Element also reflect the community's goals for its future form and character, as outlined in the Community Design Element. In addition to land uses, the Land Use Element also addresses how growth will occur, with special attention given to public services and facilities and economic development.

### **PURPOSE OF THE LAND USE ELEMENT**

As a city, state law requires that Corcoran prepare and adopt a General Plan as a tool to manage growth and development. The Land Use Element is one of the seven mandatory elements of the General Plan.

The purpose of the Land Use Element is to describe present and planned land uses and their relationship to the community's long-range goals for the future. The Land Use Element identifies the proposed general distribution, location, and extent of land uses such as residential, commercial, industrial, and public/quasi public. The element consists of text and a map (reference map pocket) that outline the future land uses within the City and how these uses are integrated with the other General Plan elements and policies. The Land Use Map is a particularly important feature of the element since it shows the location, and types of development within the City. The element also describes the intensity or density of development planned for the community. The general location of future growth is also defined in the element.

The Land Use Element of the Corcoran General Plan represents the City's desire for long-range changes and enhancements of land uses. Finally, the goals, objectives and policies contained in this element establish the framework for future land use planning and decision making in Corcoran.

## SCOPE AND CONTENT OF THE LAND USE ELEMENT

The Land Use Element complies with the requirements of the General Plan Land Use Element mandated in Government Code Section 65302(a). The element is comprised of five sections: the Introduction, Purpose of the Land Use Element, Scope and Content of the Land Use Element, Goals, Objectives, and Policies and Standards, and Land Use Map. In the Goals, Objectives, and Policies section, major land use issues are identified and related goals and policies are established to address these issues. The goals, which are overall statements of community desires, are comprised of broad statements of purpose and direction. Policies serve as guides for reviewing development proposals, planning facilities to accommodate anticipated growth, and accomplishing community economic development strategies. To achieve the goals, objectives and policies, a logical, organized land use pattern is established with standards for future community development. The Land Use Map graphically identifies the planned land uses within Corcoran.

### GOAL 1:

Preserve and enhance Corcoran's unique character and achieve an optimal balance of residential, commercial, industrial, and open space land uses.

### *Community Identity*

#### OBJECTIVES

- A. Strive to keep Corcoran separate and distinct from nearby communities.
- B. Maintain and enhance Corcoran's physical diversity, visual qualities and small-town characteristics.
- C. Maintain the core area (Whitley Avenue from Letts to Otis) as the City's geographic center.



#### POLICIES AND STANDARDS

- 1.1. The City will have design review standards developed for structures, landscaping and related development to facilitate compatibility with surrounding uses and the overall character of the community.
- 1.2. Gateways to Corcoran and the downtown shall be designated and identified by well-designed, landscaped entrances to enhance access corridors. Land uses in the vicinity of Gateways should be of high quality design which reflects favorably on the image of the community.
- 1.3. Emphasize pedestrian amenities in the downtown area including landscaped open space areas, street furniture, lighting and signage.

- 1.4. Further develop existing gateways and at some future time develop scenic entryways (gateways) and roadway corridors into the City through special setback and landscape standards, entry signage, open space and park development, and/or land use designations. These corridors shall also have enhanced landscape standards. Gateways and entryways to be considered should include:

Current Gateways:

**North:**

**SR43/Sante Fe**

**South:**

**SR43/Whitley**

Future Gateways:

**North:**

**SR43/Nevada Avenue**

**South:**

**SR43/Plymouth**

**East:**

**SR 137/SR43**

**West:**

**Whitley Avenue/7<sup>th</sup> Avenue**

***Residential Land Use***

**OBJECTIVES**

- A. Ensure adequate land area is available for future housing needs.
- B. Provide new residential areas that offer a variety of housing densities, types, sizes, costs and locations to meet projected demand throughout the community.
- C. The zoning map identifies locations for Multi-Family developments, which are accessible to transportation routes, commercial areas, schools, and recreation facilities.



**POLICIES AND STANDARDS**

- 1.5. The City shall encourage the development of middle and upper price range housing to increase housing opportunities for all economic segments of the community.

- 1.6. Give priority consideration to infill development of vacant and underutilized land within the City limits through expedited permit processing. Consideration shall be given to financially assisting such development through special infrastructure financing programs.
- 1.7. Consider annexations which are consistent with the extension of public services and facilities and other City policies and plans. The City shall maintain at least a 10-year supply of zoned land in the City for all residential land use types, and a minimum five-year supply of “ready to go” zoned land served by infrastructure. Designate an adequate amount of residential land in the General Plan for a 30-year supply of single-family and multifamily land uses.
- 1.8. Encourage the use of site development techniques which ensure that a good mix of housing types is provided through such methods as inclusion of duplexes on corner lots in low-density areas where they can be made to be compatible with surrounding development.
- 1.9. Plan and coordinate residential development in close proximity to planned urban facilities and services such as schools, parks, sanitary sewer, water, storm drainage, circulation network, transportation facilities and commercial centers.
- 1.10. Promote comprehensively planned and high quality building and site design for multi-family developments with the following criteria:
  - Exterior Elevations-Use design features such as offsets, balconies, projections, landscaping or similar elements to preclude large expanses of uninterrupted building surfaces.
  - Building, Parking, Walkway Separation-Provide privacy, light, air, and access to dwellings within the development by ensuring adequate distances among buildings, parking lots, driveways, and walkways.
  - Open Space, Landscaping, and Screening-Designate private open space exclusive of required setbacks, right-of-way, and easements within each development for the use of residents. Open space, landscaping and screening should provide outdoor space for the residents and mitigate negative impacts related to land use compatibility between the development and adjacent land uses, noise, lighting, parking (screening and shading), on-site traffic circulation, and preservation of natural features.
  - Energy Efficiency-Encourage the following measures: 1) appropriate landscaping materials to provide shade in the summer and protection from the weather in winter; 2) eaves, canopies, awnings, along south and west elevations; 3) secured bicycle storage areas with lock-up capabilities.
- 1.11. Encourage the distribution of low, moderate, and above moderate income housing throughout the community.

- 1.12. Encourage development of housing for seniors and other special populations (i.e., developmentally disabled and physically handicapped). Locational criteria for these development proposals, at a minimum, should include proximity to health care, recreation/cultural, and/or commercial facilities; and, aesthetic quality of area, including noise impact compatibility, and open space.
- 1.13. In order to avoid over concentration of multifamily dwelling units, they should be spread throughout the community, integrated as part of overall neighborhood planning, and be in concentrations consistent with Policy 1.21.
- 1.14. Encourage planned unit developments (PD) according to the following criteria:
- For mixed-use developments which include a Convenience Center or a Neighborhood Center, the minimum site area shall be 20 acres. Sites less than 20 acres may be considered upon recommendation of the Planning Commission.
  - Common usable open space, exclusive of right-of-way and required setbacks, shall be encouraged to the greatest extent possible for recreation and open space purposes.
  - Existing natural features shall be preserved and enhanced consistent with the Conservation, Open Space, Parks and Recreation Element.
  - Density shall not exceed the underlying zoning provisions. Density increases may be granted in accordance with the Zoning Ordinance such as density bonuses or for infill projects, or for affordable housing.
- 1.15. For residential areas adjacent to roadways and other noise-sources. (i.e., railroads, airport, industry) which require setbacks and/or special soundproofing to reduce negative noise-related impacts, as identified in the Noise Element. Mitigation measures shall include the following:
- The performance standards of the City's Noise Element.
  - Noise mitigation "packages" including the use of setbacks to ensure that the exterior noise levels at the closest building façade do not exceed 65 dB Ldn and interior noise exposure of 45 dB Ldn or below.
  - For multi-family development, site design techniques shall be used to reduce the need for supplemental noise mitigation requirements. Also, investigate the feasibility of requiring greater setbacks for multi-family residential development along arterials and collectors as an alternative to walls and fences.
- 1.16. Encourage design measures to buffer residential development from non-residential land uses. These measures should, at a minimum, include setbacks; roadways; community waterways; landscaping; and landforms such as berming, fences, and walls.

- 1.17. Encourage higher density residential development near employment centers, commercial development and parks.
- 1.18. Provide for the continued viability of existing single-family areas in the downtown of the community and encourage medium and high-density residential development in the central business district where such uses do not conflict with existing neighborhoods.
- 1.19. Require special site development standards for proposed non-residential or more intensive land uses adjacent to established residential areas to minimize negative impacts on abutting properties.
- 1.20. Very Low Density Residential areas (Estate Residential) shall be designed to provide opportunities for large lot residential dwellings, up to 2 units per acre. One half-acre lot shall be allowed in this zone through the approval of a conditional use permit if the City determines that the size or shape of the site limits the development of a standard size subdivision or the approval of 1/2-acre parcels would facilitate infill development. Estate Residential development (6 persons per acre - up to 2 dwelling units per gross acre) shall be directed to areas where:
  - All urban services (i.e. storm drainage, schools, sidewalks, lighting) may not be required;
  - Adjacent to long-term agricultural areas where more intensive future urban development is unlikely because of public safety conflicts such as the airport protection area;
  - Boundaries between dissimilar land uses (i.e., industrial to residential and agriculture to residential) exist;
  - The viability of large-scale agriculture may ultimately be threatened due to the encroachment of non-agricultural uses, and which do not warrant designation to a higher density.

Subject to the following minimum conditions:

- a. Developments will not be permitted to have farm animals.
  - b. Full road, sewer, and water improvements shall be installed.
  - c. Development setbacks and buffering will ensure that there will be no conflicts with adjacent rural residential uses.
- 1.21. The low density residential category (up to 20 persons per acre – 4.5 to 7.5 dwelling units per net acre) provides for a land use pattern of predominantly single-family development as permitted in the R-1 district. This designation also provides for innovation designs which utilize clustering, duplexes or half-plexes on corner lots, zero lot line, or planned development features. Lot sized generally range from 4,500 –

7,500 square feet. Developments of up to 10 units per acre are permitted and encouraged for infill parcels, in specific plan or master plan areas, and where it will address unmet housing needs.

- 1.22. Promote Medium Density Residential development (up to 40 persons per acre - 10 to 15 dwelling units per net acre) which typically consists of duplex, triplex and four-plex development for in-fill or new development at Local/Collector and/or Collector/Collector intersections to a maximum of 50 units in one contiguous development on sites ranging from 3.5 to 5 acres. Medium Density Residential developments on sites less than 3.5 acres at Arterial/Collector intersections may also be considered. Medium density residential developments may also be used in infill areas where they can be made to be consistent with adjacent properties through the Planned Development (PD) process and contract zoning.
- 1.23. Locate High Density Residential development (up to 58 persons per acre - 15 to 29 dwelling units per net acre) throughout the City at Arterial and Collector locations according to the following criteria:
  - Arterial intersections - 100-unit maximum on sites ranging from 3.5 to 5 acres.
  - Arterial/collector intersections - 75-unit maximum on sites ranging from 2 to 5 acres.
  - Mid-block arterials - 50-unit maximum on sites ranging from 1 to 3 acres.
  - Downtown - at in-fill locations, which do not jeopardize the viability of existing single-family areas.
  - High-density residential developments may also be used in in-fill areas where they can be made to be consistent with adjacent properties through the PD process and conditional zoning. Consistency and compatibility with adjacent properties shall be evaluated based on issues including but not limited to: adjacent zoning, adjacent land use, proposed building mass, and the adequacy of public facilities available to the site.

Densities in excess of 20 units/acre will be reviewed on a case-by-case basis and may be approved through the PD process where measurable community benefit is demonstrated and where infrastructure including mass transit facilities is available (or can be made available) to accommodate impacts of increased density.

- 1.24. The City shall work with the Redevelopment Agency in implementing the Redevelopment Plan, especially in terms of downtown parking improvements, infrastructure improvements, street improvements, and business recruitment.
- 1.25. Substandard structures outside the City limits should be considered for redevelopment and developed as provided in the Redevelopment Plan.



- 1.26. The City shall encourage redevelopment of underutilized and vacant structures and property within the City limits by both private and public entities.

### ***Commercial Land Use***

#### **OBJECTIVES**

- A. Ensure the continued viability of Corcoran's existing commercial areas.
- B. Designate appropriate and sufficient commercial land for Corcoran's needs to the year 2025 and beyond with appropriate phasing.
- C. Investigate and implement methods of accelerating the project review process for commercial and industrial development proposals which generate employment opportunities.

#### **POLICIES AND STANDARDS**

- 1.27. Ensure that future commercial development is concentrated in shopping districts and pedestrian/transportation nodes to discourage expansion of new strip commercial development in inappropriate areas.
- 1.28. It shall be a priority of the City to develop commercial land on the north and south sides of the community along Whitley Avenue.
- 1.29. In order to accommodate modern shopping center formats, the depth of new commercial areas shall be at least 500 feet. The depth of existing commercial development along Whitley Avenue and other commercial areas may be extended on a case-by-case basis if the extension increases the feasibility of commercial development and the proposed action will not create land use conflicts or reduce viability of adjacent residential properties.
- 1.30. Encourage Convenience Commercial development in residential areas that serve the needs of the area and include site development standards which minimize negative impacts on adjacent properties.
- 1.31. Development standards for the interface between commercial or office uses and residential uses shall be as follows:
  - A landscaped setback of at least ten feet wide containing deciduous and evergreen trees shall be planted and maintained along the property line between commercial or office uses and residential properties that have a common property line.
  - A masonry wall eight feet in height shall be erected along the property line where commercial and office uses have a common property line with residentially designated properties.



- A masonry wall three and one-half feet in height or landscape berm shall be erected along the front setback line, parallel to, and ten feet from the local streets abutting planned residential uses.
  - All commercial loading and storage areas shall be screened from view of adjoining residential property by a combination of landscape planting and a masonry wall. Loading areas shall be enclosed and be located so that there are no noise impacts to adjacent residential properties. All storage shall be within an enclosed structure.
  - Roof-mounted and detached mechanical equipment shall be acoustically baffled to prevent noise from the equipment from exceeding 55dB (A) measured at the nearest residential property line.
- 1.32. In order to encourage the integration of Neighborhood Commercial uses into neighborhoods, designs should de-emphasize the usage of walls as buffers where they create barriers to pedestrian access. Continuous block walls shall be discouraged, while pedestrian access points, offsets, landscaping pockets and openings shall be encouraged no less than every 500 feet.
- 1.33. In order to promote non-vehicular modes of transportation, and to limit the unnecessary usage of Collectors and Arterials for vehicular access, commercial development shall provide direct pedestrian and vehicular access to adjoining residential areas through Minor Collectors, Local Streets and/or through pedestrian access points.
- 1.34. Designate Convenience Centers for personal and convenience goods and services for nearby residential areas. Such centers may be in new, in-fill, and/or consolidated existing strip commercial developments and at a scale which is compatible with surrounding residences, at Collector and Arterial intersections. Special site design standards shall be imposed on these facilities including high quality architecture, landscaping, signage and lighting to ensure that they are aesthetically pleasing.

Convenience Centers may be approved by a planned development permit on the corner of arterial/collector intersections on sites of three acres or less, and at least at one-half mile away from neighborhood shopping centers. Where possible, such centers are to be developed as part of specific plans or master plans.

- 1.35. Designate Neighborhood Centers for shopping centers with a major grocery store as an anchor and supporting businesses which serve one square mile residential area. Location shall be at one corner of arterial/arterial or arterial/collector intersections on sites of up to 15 acres in area. Centers shall be located no closer than approximately one mile from other General Plan-designated neighborhood centers, from existing Grocery stores, or from General Plan-designated community centers.

The center's scale and site design must be compatible with the surrounding residential area with an emphasis on access, circulation, parking, signage, noise attenuation, and landscaping. Where possible, these facilities should be planned and integrated into neighborhoods as part of a specific plan or master plan.

- 1.36. Preserve and enhance the Central Business District (CBD) as the community's historic services center. Promote a mix of retail commercial, specialty retail, professional/administrative office, personal services, professional services, public and community facilities and urban residential uses.
- 1.37. Visitor-serving commercial areas are to be promoted along the Whitley Avenue corridor for tourists and travelers uses. Development in these areas shall be in compliance with the goals, policies and development standards of the Community Design Element to promote the Whitley Avenue corridor as a scenic entrance to the community.
- 1.38. Encourage Historic Preservation in the Business Façade Program to preserve distinctive structures and areas proposed for conversion in the Central Business District where adequate parking can be provided.

### ***Industrial Land Use***

#### **OBJECTIVE**

- A. Promote industrial sites which are functional, have adequate public services, and have access to major streets and railroads.

#### **POLICIES AND STANDARDS**

- 1.39. Promote a mix of industrial uses that provide the City with a sound, diverse industrial base.
- 1.40. Provide adequate land for a wide range of industrial uses. Heavy industrial uses (warehousing) and higher intensity uses not compatible with residential development should be located in the industrial area east of SR43 and south of Waukena Avenue and light industrial uses should be located in the industrial area north of Whitley Avenue between the Sweet Canal and SR43. In order to increase the capture rate of industries in the community, such areas should be master planned to expedite processing of applications, and aggressively marketed to targeted industries.
- 1.41. Industrial development should not create significant off-site circulation, noise, dust, odor, visual, and hazardous materials impacts that cannot be adequately mitigated.
- 1.42. Have a specific plan prepared for the industrial area to provide for an adequate mix of parcel sizes, identification of needed infrastructure, transportation routes and development of guidelines for future annexations.
- 1.43. In order to achieve a high-quality natural environment, it shall be the policy of the City to encourage industries which demonstrate minimum air and water quality impacts and to discourage air and water quality impacts which cannot be offset.

- 1.44. The City of Corcoran will contact Tulare County to explore the possibility of expanding Corcoran's City limits into the County for viable industrial land near SR 43 and the railroad.
- 1.45. New school sites shall be located at least 1,000 feet from the outer boundary of an existing industrial property or industrial zoned property.

### ***Public and Quasi-Public Land Use***

- A. Provide sites for adequate public facilities to serve projected growth.

### **POLICIES AND STANDARDS**

- 1.46. Update the water, wastewater and storm drainage master plans, and any other specific or master plans related to infrastructure development on a periodic basis.
- 1.47. Monitor the need for law enforcement, fire and other emergency services personnel as the City grows.
- 1.48. Continue to implement a recycling and source reduction program to promote recycling.
- 1.49. Continue to plan and provide efficient public safety and leisure/cultural facilities and services for the community.
- 1.50. In considering development proposals which have the potential to affect school capacity, the City will continue to refer such proposals to the Corcoran Joint Unified School District for review and comment to ensure that adequate school facilities are implemented to serve proposed developments. Developers should mitigate impacts to schools in accordance School District plans.

### ***Institutional Land Use***

### **OBJECTIVES**

- A. The City shall coordinate the location of school sites in the community with the school district in an effort to assist the school district in providing school facilities at the optimum locations and in a timely manner.
- B. Provide public transportation access and recreation opportunities near schools.
- C. Promote schools as focal points for neighborhood areas and as planning elements for new growth areas.



## **POLICIES AND STANDARDS**

- 1.51. Coordinate school location and site design with the school district according to the following guidelines to ensure that adequate facilities are available:

### **Elementary Schools**

Description: Facilities for 500 to 750 students in grades K through 5.

Location: Interior residential areas at a collector/local intersection. Additional street frontage is desired for transition area to adjacent residences. Abuts neighborhood park with adjacent development backing or siding onto school. Maximize pedestrian and bicycle access and on/off circulation.

Service Area: 1/2-mile radius to serve a population of 5,000 to 8,000.

Site Area: 15 to 20 acres.

Facilities: Approximately 20 classrooms, administration building, library, multi-purpose building (lunches, recreation, and community meetings), multi-purpose recreation/open space with hard-court play areas and equipment, off-street parking, bus loading/unloading area, and bicycle storage area. Security fencing separates buildings from play areas. Public use of play areas is encouraged.

### **Middle Schools**

Description: Facilities for 700 to 1,000 students in grades 6 through 8.

Location: Residential areas with central location for surrounding elementary schools at collector/collector or collector/local intersections. Additional local street frontage desired for transition to adjacent residential areas. Maximize pedestrian and bicycle access and on/off-site circulation.

Service Area: Approximately six elementary schools.

Site Area: 25 to 30 acres.

Facilities: Approximately 30 classrooms and labs; administrative center, library/media center; multi-use buildings, (cafeteria, band, chorus, shops, labs); athletic facilities for football, baseball, track; off-street parking; bus loading/unloading area; and bicycle storage area. Security fencing separates buildings from athletic fields. Public use of athletic fields is encouraged.

### **High Schools**

Description: Facilities for 1,000 to 1,400 students in grades 9 through 12.

**Location:** Arterial-collector intersection with additional frontage on two other streets.

**Service Area:** Coincides with district service boundaries.

**Site Area:** 50 to 60 acres.

**Facilities:** Approximately 40 classrooms and labs; library/media center; administration building; gym; cafeteria; standard outdoor athletic facilities; off-street parking, bus loading/unloading; bicycle storage area. Security fencing separates buildings from athletic fields/facilities. Public use of athletic areas is encouraged.

- 1.52. Provide adequate locations and planning for at least five elementary, two middle and two high schools in the community. A full range of K-12 facilities should be provided in the northern and southern areas of town in close proximity to existing and planned residential development.
- 1.53. Discourage and restrict commercial development that conflicts with school facilities.
- 1.54. Restrict development of High Density Residential complexes abutting school sites.
- 1.55. Work with the school district and other area schools to develop and administer land use planning curriculum.
- 1.56. The school district shall coordinate its school location, facility construction and phasing with the City's development guidelines contained in the General Plan and the City's Capital Improvement Program to ensure that school facilities are located in areas where there are planned and programmed streets, sewerage, storm drainage systems and other necessary infrastructure.

## ***Growth Management***

### **OBJECTIVES**

- A. Minimize urban sprawl and leap-frog development and provide for an orderly and efficient transition from rural to urban land uses.
- B. Designate growth areas that can be served by logical infrastructure extensions.

### **POLICIES AND STANDARDS**

- 1.57. First priority shall be given to development of vacant, underdeveloped, and/or redevelopable land where urban services are or can be made available. Parcels shall be substantially contiguous to existing development.
- 1.58. Identify and use natural and man-made edges, such as local roadways, as urban development limits for growth phasing lines.

- 1.59. Utilize low density and rural residential land uses as a buffer and transition between long-term agricultural uses and higher density urban development.
- 1.60. Encourage the use of parks and open space to enhance gateways to the City.
- 1.61. Establish a Planning Area Boundary around the City consistent with Kings County LAFCo's Guidelines. This area should represent a potential 50-year growth boundary with an additional appropriate buffer and/or greenbelt area extending an additional one-quarter to one-half mile. This area should include any "areas or communities of interest" that may affect the City.

## **CHAPTER 2.0**

### **CIRCULATION ELEMENT**







## 2.0 CIRCULATION ELEMENT

### INTRODUCTION

In the City of Corcoran, regional vehicular transportation is provided by State Highway 43 which runs in a north to south direction on the eastern edge of town. State Highway 137, from the east, turns into Whitley Avenue and runs through the center of town in an east to west direction. Regional rail is available through the BN & SF railroad. Corcoran is served by a City transit system.

### PURPOSE OF THE CIRCULATION ELEMENT

The Circulation Element guides the continued development and improvement of the circulation system to support existing and planned development, while the Land Use Element identifies the City's planned development pattern. The development of additional land in the future will increase the demand for local and regional roadway improvements and construction. The Circulation Element establishes acceptable roadway service levels and identifies improvements required to maintain the service levels. The use of other modes of transportation such as transit, walking, and bicycling is promoted to reduce the demand for transportation system improvements and to improve air quality. The pedestrian and bicycling systems will also be used to connect the various activities centers identified in the Land Use Element and promote a pedestrian/bicycle friendly community.

The purpose of the Circulation Element is to provide a safe, efficient, and adequate circulation system for the City. State planning law requires: "...a circulation element consisting of the general location for proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element plan." To meet this purpose, the Circulation Element addresses the circulation improvements needed to provide adequate capacity for future land uses. The Element establishes a hierarchy of transportation routes with typical development standards described for each roadway category. Reference the map pocket for the General Plan Circulation Map.

**SCOPE AND CONTENT OF THE CIRCULATION ELEMENT**

The state General Plan Guidelines recommend that the circulation policies and plans should:

- Coordinate the transportation and circulation system with planned land uses;
- Promote the safe and efficient transport of goods and the safe and effective movement of all segments of the population;
- Make efficient use of existing transportation facilities; and
- Protect environmental quality and promote the wise and equitable use of economic and natural resources.

The Guidelines indicate that the Circulation Element should address all facets of circulation including streets and highways, transportation corridors, public transit, railroads, bicycle and pedestrian facilities, and commercial, general, and military airports. The Corcoran Circulation Element fulfills state requirements with a plan to provide effective circulation facilities supporting desired community development. Along with circulation, public utilities must be addressed in the General Plan. Instead of addressing utilities within the Circulation Element, the Corcoran General Plan contains a Public Services and Facilities Element that discusses the provision of utilities and public services/facilities.

This element contains goals, objectives, and policies and standards to improve overall circulation in Corcoran. For vehicular transportation, a hierarchical roadway network is established with designated roadway types and design standards. The roadway type is linked to anticipated traffic levels, and acceptable levels of service are established to determine when capacity improvements are necessary. Because local circulation is linked with the regional system, the element also focuses on participation in regional programs to alleviate traffic congestion and construct capacity improvements. Alternative transportation modes are also emphasized in this element to reduce dependency on the automobile and thereby improve environmental quality.

**GOAL**

To design and maintain a fully integrated local network that provides for safe and convenient circulation using a variety of transportation modes.

**OBJECTIVES**

- A. Maintain a roadway level of service (LOS) of C with a peak hour LOS of D or better on Local streets, Minor Collectors, Collectors and Arterial streets.
- B. Enhance the availability and accessibility of alternative modes of transportation, such as walking, bicycling, carpools, buses and rail.

- C. Improve neighborhood livability by ensuring that streets are related to other aspects of the community that enhance and contribute to Corcoran's small town charm, provide safe and pleasant conditions for residents, and have adequate emergency access.
- D. Design streets that promote safe and pleasant conditions for residents, pedestrians, bicyclists, and motorists on neighborhood streets, while preserving access for emergency vehicles, buses, and other users.
- E. Eliminate truck conflicts with commercial and residential areas in the community.
- F. Designate land uses around the public and private airports that are compatible with the health, safety, environmental, and economic concerns of the community; and in conjunction with the KCALUP.

### ***General Circulation and Street System***

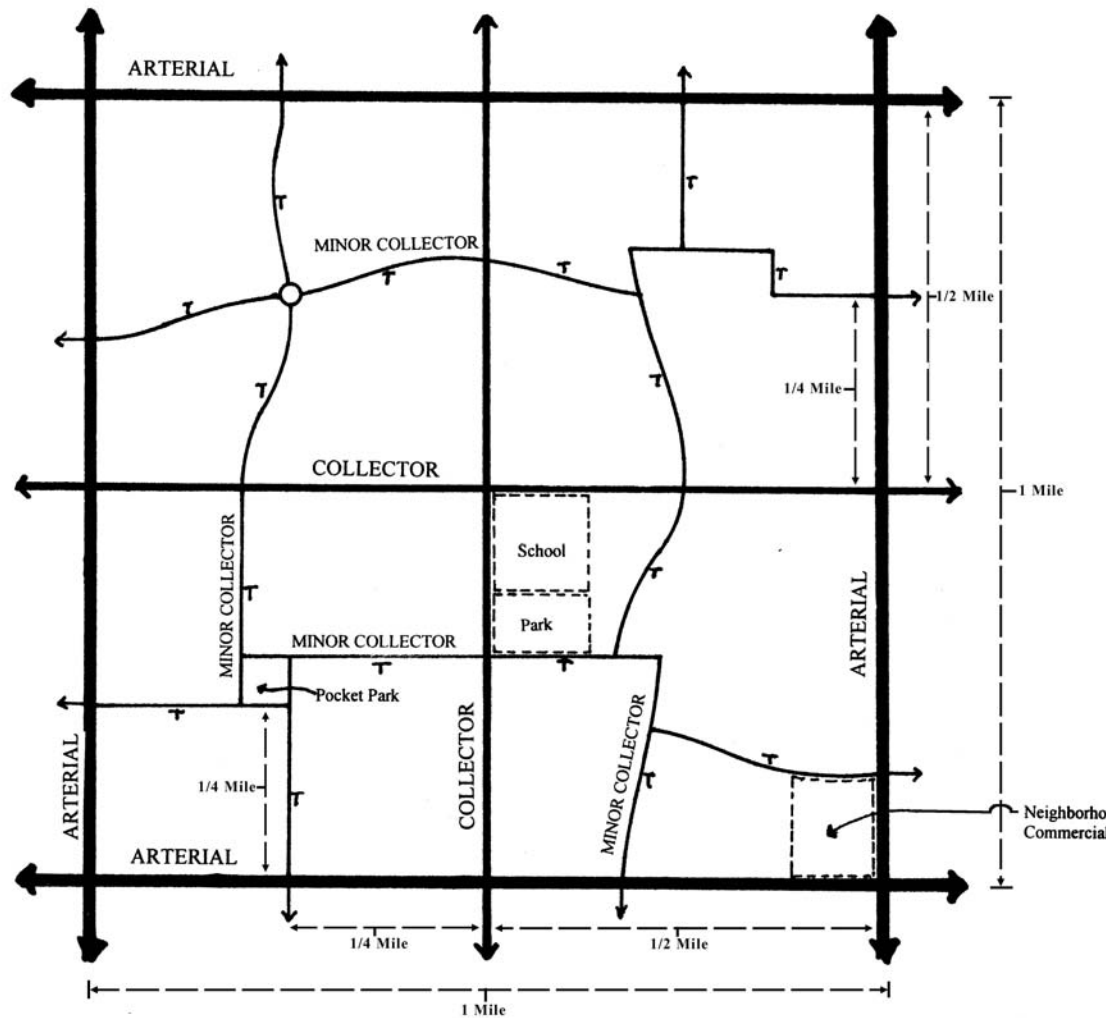
- 2.1 Periodically evaluate the adequacy of traffic impact fees for providing sufficient funding for circulation network improvements necessitated by planned future growth.
- 2.2 Incorporate features such as bus shelters, bicycle storage, bicycle racks and park and ride lots into the design of public and private development projects.
- 2.3 Designate a network of bicycle routes providing safe passage throughout the City; establish linkages between schools, parks and the designated bikeway.
- 2.4 Encourage bicycle storage facilities as a condition of approval for multi-family residential development projects containing 10 or more units and for all commercial and public development proposals.
- 2.5 Provide additional landscaping, including street trees, along existing roadways. Utilize reclaimed water where feasible to irrigate roadway landscaping.
- 2.6 The City will budget for traffic improvements in the Capital Improvement Program each fiscal year.
- 2.7 Over-design of streets including streets that are too wide for projected traffic volumes shall be avoided to save lives, property and money. Street shall be designed and constructed to promote energy efficiency.
- 2.8 In the interest of reducing housing production costs and City maintenance costs, street widths should be minimized. Where appropriate, private streets and other design features, to reduce street construction costs shall be incorporated into new subdivisions.



- 2.9 Lighting and Landscape Districts and other mechanisms shall be required, when needed, for the maintenance and operation of new appurtenances to residential streets.
- 2.10 In new residential subdivisions, to the maximum extent possible, Local streets should be aligned in an east-west orientation.
- 2.11 All new Local streets and Minor Collectors shall have a minimum planting strip of 6 feet in width. Within the planting strip, the maximum spacing between trees shall be 25 feet on center.
- 2.12 Local residential streets shall be kept at a curb to curb width of 32 - 36 feet and provided with shade to prevent excessive heat build-up.
- 2.13 Design the street network with multiple connections and relatively direct routes for pedestrians, bicyclists as well as motorists.
- 2.14 Residential streets shall be designed with sidewalks on both sides. Sidewalks shall be a minimum width of six feet to provide enough room for two pedestrians to walk side by side. Sidewalks and bike lanes shall be shaded by trees for pedestrian comfort.
- 2.15 Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high volume streets by designing pedestrian and bicycle pass-through pathways at cul-de-sac bulbs adjacent to Arterial roadways.
- 2.16 Through-streets and Collectors or Arterials should be no more than over a half-mile apart.
- 2.17 Short streets, trees, on-street parking, tee intersections, use of terminating vistas and traffic calming devices should be used to limit vehicle speed.
- 2.18 Use traffic calming measures to keep speeds on local streets down to 25 mph. (See Table 2-1)
- 2.19 Streets shall be designed in accordance with projected traffic volumes and city-adopted level of service standards. Oversized streets shall be discouraged.
- 2.20 Connectivity shall be encouraged and provided which permits vehicular and non-vehicular circulation within a neighborhood without exclusive reliance on perimeter Collectors and Arterials.
- 2.21 The right-of-way for the circulation system shall be developed and dedicated to the appropriate extent when development or division of property occurs.
- 2.22 Street widening and right-of-way acquisition in existing developed areas shall be undertaken when required for obvious safety reasons, such as trends towards higher accident rates or marked decline in overall levels of service.

- 2.23 Minor Collectors shall be used to provide connectivity within neighborhoods as shown in Figure 2-1. These streets shall have offsets, and/or other traffic calming features, in conformance with Table 2-1, to discourage through-traffic. They should also be designed to avoid four way intersections, when possible.
- 2.24 Minor Collector streets shall provide access to traffic generating land uses such as schools, hospitals, shopping and recreation areas.
- 2.25 Arterials shall be designated to provide cross-town, through-town, and inter-city traffic. Frequent drive approaches shall be discouraged, where possible, to facilitate traffic flow and reduce potential traffic conflicts and hazards.
- 2.26 Direct access (driveways) to individual dwelling units from Arterials shall be prohibited. Direct access to Collector streets with projected traffic volumes at full build-out in excess of 2,000 average daily trips, shall also be prohibited.
- 2.27 Overnight truck (tractor-trailer) parking shall be prohibited in residential areas, or other areas that are deemed inappropriate.
- 2.28 Traffic calming features may be used in accordance with Table 2-1. Passive traffic calming features such as road curvature and width, narrowings, street offsets and other built-in features are preferred over roadway obstructions such as speed humps or tables, chicanes, barriers, diverters, or traffic islands.
- 2.29 Minor Collectors and Local streets shall not carry an unreasonable level of through traffic. If it is determined that a Local street or Minor Collector is carrying an unacceptable level of through traffic, the City may take appropriate means to reduce traffic through creation of one-way traffic flow, installation of traffic diversion devices, and/or any other means deemed to be acceptable under the Vehicle Code of the State of California. For the purposes of this policy an unreasonable level of traffic may be deemed to exist when traffic exists that is 25 percent in excess of the volume that would be expected from land uses directly served by these streets.
- 2.30 When a roadway to be built is on the boundary with another parcel, the project applicant who is developing the first half of the property will pay for 2/3 of the roadway. A Reimbursement Agreement will be formulated for the adjacent property owner when the project applicant develops the adjacent property and completes the rest of the roadway (remaining 1/3). The first 2/3 of the roadway includes sidewalk, curb and gutter, parking and two travel lanes.
- 2.31 A cul-de-sac shall be constructed on all permanent dead-end streets. Cul-de-sacs are discouraged in commercial and industrial developments. Cul-de-sac lengths shall not exceed 600 feet. Temporary cul-de-sacs may be permitted on streets planned for extension.

**Figure 2-1**  
**Overall Conceptual Circulation Plan**  
 (Illustrative Only, Refer to Policies for  
 Precise Requirements)



T = Traffic calming devices as required  
 to maintain a speed of 25 MPH or less.

**Table 2-1**  
**Permitted Traffic Calming Measures**

	Functional Classifications					Subdivision Streets			
	Interstates Freeways Expressways	Arterials	Collectors	Minor Collectors	Local Roads	Collector Streets	Minor Collector Streets	Local Streets	Other Restrictions
Volume Control Measures									
Full Closure Half Closure	Not Recommended				Only on an exception basis	Not Recommended		>500 vpd >25% non- local traffic	
Diagonal Diverter Median Barriers Forced Turn Islands	Not Recommended				<5,000 vpd >25% non- local traffic	Not Recommended		>500 vpd >25% non- local traffic	
Vertical Speed Control Measures									
Speed Humps	Not Recommended				Only on an exception basis	Daily volumes <3,000 vpd Posted speed <30 mph			Not on primary emergency routes or bus routes
Speed Tables Raised Crosswalks Raised Intersections	Not Recommended					Daily volumes <5,000 vpd Posted speed <35 mph			Not on primary emergency routes
Horizontal Speed Control Measures									
Mini-traffic Circles	Not Recommended				Only on an exception basis	Daily volumes <5,000 vpd Posted speed <35 mph			Not on primary emergency routes or bus routes
Roundabouts	Not Recommended					Combined approaches daily volumes <5,000 vpd Posted Speed < 35 mph			
Lateral Shifts	Not Recommended					Daily volumes <10,000 vpd Posted speed <35 mph			
Chicanes	Not Recommended					Daily volumes <5,000 vpd Posted speed <35 mph			
Realigned Intersections	Not Recommended					Daily volumes <5,000 vpd Posted speed <35 mph			
Narrowings									
Bulbouts Two-Lane Chokers Center Islands	Not Recommended					Daily volumes <1000 vpd Posted speed <35 mph			
Combined Measures	Not Recommended					Subject to limitations of component measures			

Note: Subject to Approval by City Engineer

### Arterial Streets

- 2.32 Arterial streets shall be built at a typical separation of one (1) mile with a typical right-of-way of 116-124 feet (includes median, landscape strip, and sidewalk as shown in Figures 2-1 and 2-2).

### 2.33 Arterial Street Standards.

- a. Driveway access to major activity centers shall be located away from adjacent intersections of a Collector or Arterial street in a manner to avoid traffic conflicts.
- b. The distance between driveways along commercially developed Arterials shall be limited in order to provide adequate ingress/egress and merging and weaving operations.
- c. Where possible, driveways to major activity centers shall be located on adjacent Collector streets rather than on Arterial streets.
- d. Driveways along Arterials to single-family residential property shall be prohibited; these properties shall receive access from Local streets or Minor Collectors.
- e. If driveways must be provided near intersections for special commercial facilities (such as service stations) these driveways shall not be serviced by median breaks and shall be located far enough from the intersecting right-of-way in order to provide safe traffic operations.
- f. Median breaks shall provide access to Collector streets and to major activity centers and shall be located adequate distance away from adjacent intersections of an Arterial or Collector Street.
- g. Arterial streets shall include landscaping in accordance with Figure 2-2.
- h. To ensure that the transportation system is so planned to minimize social and economic disruptions to the neighborhoods, Arterial streets shall skirt residential areas.

### Collector Streets

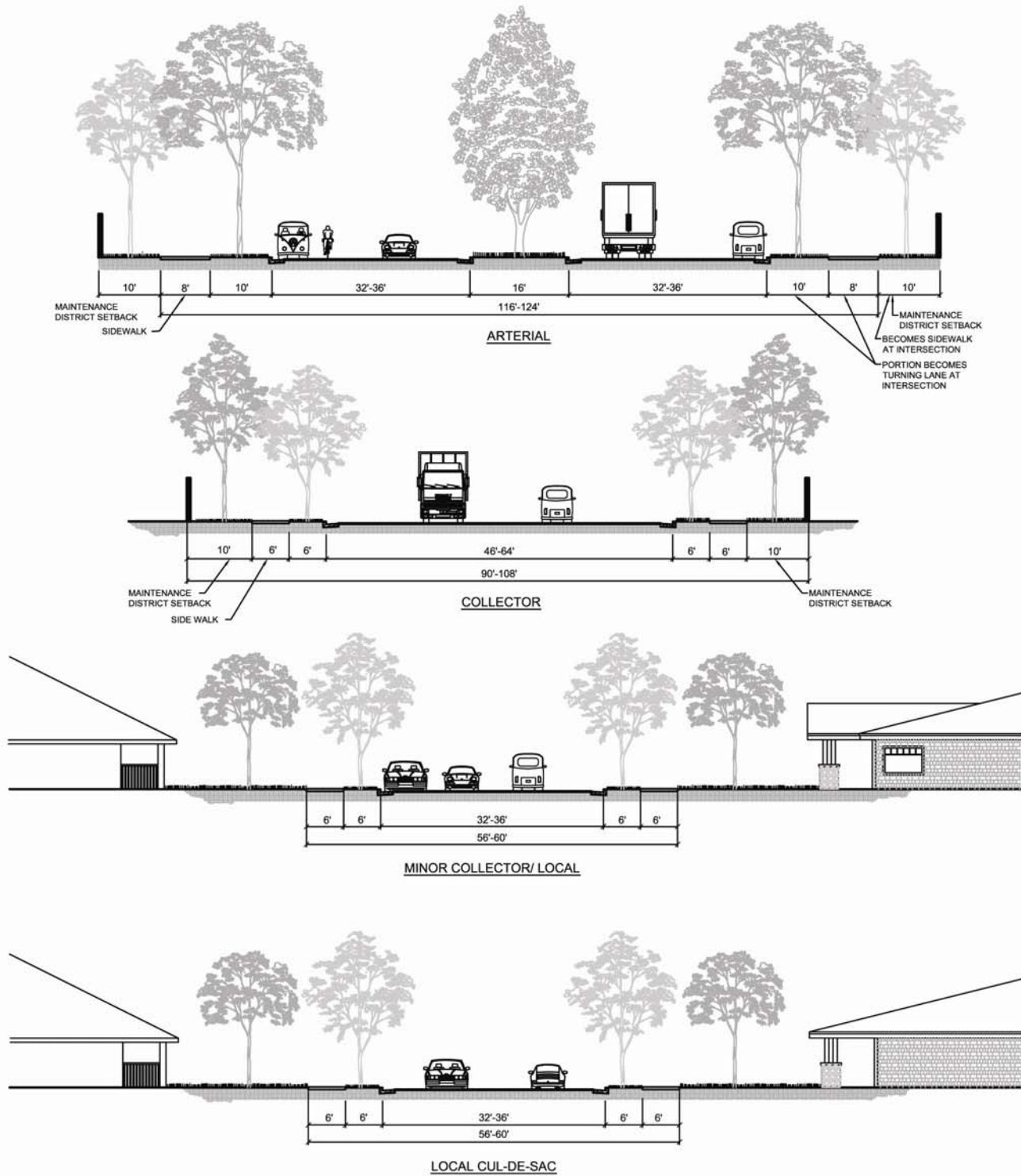
2.34 Collector streets shall be built at a typical separation of one mile (typically between adjacent Arterial streets), with a typical right-of-way of 90-108 feet as shown in Figures 2-1 and 2-2.

### 2.35 Collector Street Standards

- a. Driveway access to major activity centers shall be located an adequate distance from adjacent Collector or Arterial street intersections.
- b. The distance between driveways and intersecting local streets shall be limited in order to provide adequate ingress and egress.
- c. Driveways to residential property along Collectors shall be consolidated whenever possible.



**Figure 2-2**  
**Street Standards**



- d. d.If driveways must be provided near intersections for facilities (such as service stations) these driveways shall not be serviced by median breaks and shall be located far enough from the intersecting right-of-way in order to provide safe traffic operations.
  - e. Medians on Collectors shall be raised concrete where left turn control is needed, or painted median, or two-way left turn pockets where otherwise appropriate.
  - f. Collectors shall include landscaping in conformance with Figure 2-2.
- 2.36 Streets shall be designed for a level of traffic that will not cause a detrimental impact on adjacent land uses.
- 2.37 Unnecessary cross-traffic conflicts shall be eliminated to improve the traffic flow along Arterials and Collectors. Raised medians shall be installed as required to restrict unsafe turning movements.
- 2.38 Collector streets shall be up to four lanes for through traffic and may include an optional median for left turn access to local streets and adjacent land uses. On street parking may be provided where street capacity does not require left turns or four through lanes.
- 2.39 Arterials and Collectors in areas of existing development shall be built to standards consistent with a policy of reducing impacts on adjacent properties.
- 2.40 Where possible, Arterials and Collectors should form 4-leg, right-angle intersections; jog, offset and skewed intersections of major streets in near proximity shall be avoided where possible.
- 2.41 Sidewalks, paths and appropriate crosswalks shall be located in order to facilitate access to all schools and other areas with significant pedestrian traffic. Whenever feasible, pedestrian paths shall be developed to allow for unobstructed pedestrian flow from within a neighborhood.
- 2.42 Where Arterial and Collector streets are required, residential development shall be oriented away (side-on or rear-on) from such streets, and properly buffered so that the traffic carrying capacity of the street will be preserved and the residential environment be protected from the adverse effects of the street.
- 2.43 Adequate access shall be provided to high intensity land use areas such as employment centers, shopping areas, and recreation facilities.
- 2.44 Due to the traffic congestion which results from numerous points of ingress and egress along commercial streets, future commercial developments or modifications to existing developments shall be master planned with limited points of ingress and egress onto a major street.

- 2.45 Left-hand movements into and out of commercial areas shall be minimized and existing points of ingress and egress shall be consolidated whenever possible.

#### Minor Collectors

- 2.46 Minor Collectors shall be used to provide access within a neighborhood, and to major activity centers in a safe and efficient manner as shown in Figure 2-1.
- 2.47 Minor Collectors Standards
- a. Minor Collectors shall be designed to connect neighborhoods and neighborhood access to schools, parks or other facilities without exclusive reliance on Arterials or Collectors as shown in Figure 2-1.
  - b. Minor Collectors shall be 56-60 feet in accordance with Figure 2-2.
  - c. Minor Collector offsets shall be provided at least every 1,320 lineal feet (1/4 mile) of roadway, with such offsets between 125 to 200 feet. Streets shall be designed with gentle curves to achieve a 25 mph design speed. Other traffic calming features shall be provided in accordance with Table 2-1, if necessary to achieve the desired design speed.

#### Local Streets

- 2.48 Local Streets shall be designed in accordance with adopted standards and right-of-way widths in conformance with Figure 2-2.
- a. 56-60 foot Local streets (32-26 feet curb to curb) may be used in cul-de-sacs or on Local streets that will have traffic volumes that do not exceed 750 ADT.
  - b. Local street lengths should be short, preferably not exceeding 500 feet, or they shall be designed with gentle curves and changes in grade to limit the sight line to 500 feet.
  - c. A majority of streets should be curved or terminate so that no street vista is longer than 500 feet.
  - d. Traffic calming features such as curb extensions, traffic circles and medians may be used to encourage slower traffic speeds, in accordance with Table 2-1.
  - e. Local streets should be aligned to form three-way intersections when possible, in order to create inherent right-of-way assignment and to reduce accidents without the use of traffic controls.
  - f. Curb cuts for driveways to individual residential lots shall be prohibited along Arterial streets. Curb cuts shall be limited to intersections with other streets or access drives to parking areas for commercial, civic or multifamily uses. Clear sight

triangles shall be maintained at intersections, unless controlled by traffic signal devices.

- g. Pedestrian accessibility from adjacent residential neighborhoods shall be provided by the usage of through-block connections or other accessibility methods. These street linkages may include access roads, open ended cul de sacs, pedestrian paths, or other such facilities for pedestrian and bike access, and emergency access, where necessary. Such a linkage shall be made to abutting Collector or Arterials no less frequently than every 600 feet.

- 2.49 The Subdivision Ordinance, Zoning Ordinance or other applicable City codes and ordinances shall be amended to include standards to address the policies and objectives of the Circulation Element.

### ***Parking and Onsite Circulation***

- 2.50 Parking standards will be evaluated to ensure that parking requirements are satisfied within walking distance of development, and so that Arterial and Collector streets do not separate parking from the parking demand generator.
- 2.51 Soften the impact of expansive parking areas in all land use designations through landscaping and tree plantings as prescribed in the City Zoning Ordinance.
- 2.52 Maintain street tree lines and landscaped buffers between parking surfaces and street right-of-ways.
- 2.53 Facilitate and encourage adequate parking throughout the community including all commercial areas.
- 2.54 All new development, except as designated in the Downtown, shall provide adequate on-site parking for the on-site uses.

### ***Pedestrian and Bicycle Modes***

- 2.55 In existing developed areas where sidewalks do not exist, the City shall continue to support existing programs and pursue new programs for sidewalk construction. Bicycle accidents shall continue to be monitored and bicycle paths and lanes shall be established upon need.
- 2.56 Provide safe, aesthetic, and pleasant space for pedestrians.
- 2.57 Widen sidewalks above the minimum established Improvement Standards where intensive commercial, recreation, or institutional activity is present and where residential densities are high.
- 2.58 Partially or wholly close certain streets which are not required for traffic so that they can be used for pedestrian circulation, and open space use.

- 2.59 Ensure convenient and safe pedestrian crossings.
- 2.60 Pedestrian and bicycle access shall be provided on Local streets and Minor Collectors to enable pedestrians to have access through a neighborhood, to shopping areas, to transit stops, schools and other such facilities.
- 2.61 Locate sidewalks, pedestrian paths, and appropriate crosswalks to facilitate access to all schools and other areas with significant pedestrian traffic. Whenever feasible, pedestrian paths shall be developed to allow for unobstructed pedestrian flow from within a neighborhood.
- 2.62 Require, where security walls or fences are proposed for residential developments along Arterial or Collector streets, that pedestrian access be provided between the Arterial or Collector and the subdivision to allow access to transit vehicles operating on an Arterial or Collector Street.
- 2.63 Promote safe, convenient, and accessible pedestrian access ways within the community except where there is no demonstrated need, such as industrial and rural residential areas.
- 2.64 Encourage the inclusion of green belts and common open space for pedestrian use within residential development areas.
- 2.65 Require that Collector streets which are identified to function as links for the bicycle transportation system be provided with Class II bikeways (bike lanes) or show an alternative route. Arterial streets shall provide for a Class I or Class II bike routes. In such cases, the City shall accommodate cyclists on these identified streets by widening the street or eliminating on-street parking wherever possible.
- 2.66 Design bicycle and pedestrian paths so that interaction with vehicular traffic is minimized.
- 2.67 Require the provision for safe bicycle circulation in all new developments, including bicycle parking facilities and internal bicycle and pedestrian routes.
- 2.68 Provide for the safe and convenient use of the bicycle as a means of transportation and recreation.
- 2.69 Eliminate hazards on designated bikeways.
- 2.70 Prevent bicycle accidents through promoting bicycle safety education and improved traffic enforcement related to bicycle use.
- 2.71 Provide adequate and secure bicycle storage facilities at all governmental, commercial, parks, and residential locations throughout the City.

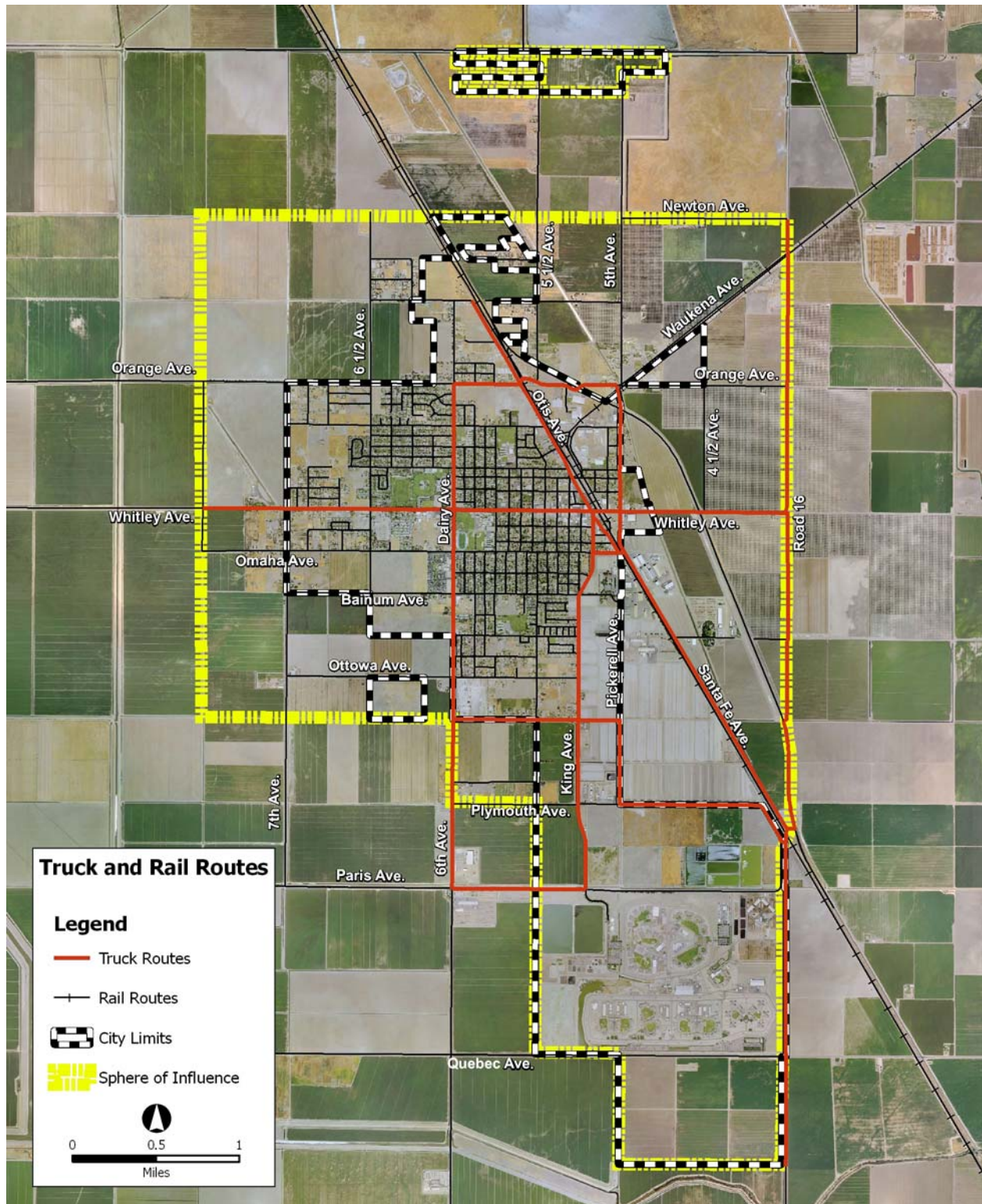
***Transit and Rail***

- 2.72 Ensure choices among modes of travel and give priority to each mode when and where it is most appropriate.
- 2.73 Continue to provide incentives for the use of public transit.
- 2.74 Improve the speed and efficiency of mass transit in the City and enhance the current status of the existing rail system including connections to rail passenger service.
- 2.75 The transportation facilities are interdependent, and efforts shall be made to ensure an efficient system by coordination of local and regional efforts. The regional and local transit links must be closely related and synchronized to provide maximum efficiency and transfers.
- 2.76 Coordinate the City's transit system with regional transit services.
- 2.77 Arterials and Collectors will be designed to allow transit vehicles to pull out of traffic. This policy may be implemented with either a continuous parking lane with bus stops, or with special bus pull-out lanes.
- 2.78 Give a high priority to public transportation systems which are responsive to the needs of commuters, the elderly, handicapped and disadvantaged.

***Truck Routes***

- 2.79 The City's Truck Routes shall be limited to those Arterials as shown in Figure 2-3. Truck Routes on City Local, Collector and Minor Collector streets shall be prohibited.
- 2.80 Discourage truck traffic along Whitley Avenue (in the downtown area) in order to facilitate and encourage pedestrian access to downtown.
- 2.81 Established truck routes shall be maintained. New truck routes should be limited to Arterials and Collectors.
- 2.82 The city will continue to encourage the construction of the City's Arterial Street system as part of the countywide network, and to seek non-local funding for its construction.





**Airport Facilities**

- 2.83 Residential development within the southeasterly approach zone is to be restricted within a horizontal distance extending approximately 3,000 to 4,000 feet southeast of the end of the runway.
- 2.84 The city shall require the dedication of aviation easements as a condition of approving any development within the Airport Approach Zone.
- 2.85 Incompatible land uses which would diminish the existing operation and the future expansion of the Corcoran Airport shall be prohibited.
- 2.86 The Land Use Element of the Corcoran General Plan and the Corcoran Zoning Ordinance shall be used to restrict potentially hazardous land uses from being established within Compatibility Zones A & B1/B2 as defined by the Kings County Airport Land Use Compatibility Plan.

Compatibility Zone A is the area nearest the airport runway where the probability of an accident and the impact of noise are the greatest. The following restrictions would apply in Compatibility Zone A:

- No new residential construction;
- No new schools, churches, or other facilities accommodating large groups of people;
- Height limitations of structures shall be in conformance with Federal Aviation Administration regulations; and
- No new structures shall be built within 300 feet of the center line of the runway or 1,000 feet from the ends of the runway.

Compatibility Zone B1/B2 is the area immediately adjacent to Zone A, where the probability of an accident is lower than in Zone A and where there may be unacceptable noise levels. The following restrictions apply in Compatibility Zone B1/B2:

- Creation of new residential lots will be prohibited;
- New single family residential construction may be allowed on existing lots on a case-by-case basis after evaluation for potential hazards;
- No new schools, churches, or other facilities accommodating large groups of people may be constructed;

- 2.87 The City will have a Comprehensive Airport Land Use Plan (CALUP) for the private airstrip on the east side of town. The CALUP will establish procedures and criteria by



which the City can address compatibility issues when making planning decisions regarding the airstrip and the land uses around it.



## **CHAPTER 3.0**

### **NOISE ELEMENT**





## 3.0 NOISE ELEMENT

### INTRODUCTION

Noise levels within the community of Corcoran affect the quality of life of people living and working in the City. The most significant noise levels within the community are associated with the railroad lines and roadways, though noise impacts from the two airfields to the east and west of the community are also notable. High noise levels associated with these and other activities can create stress and irritation. The Noise Element addresses the physiological, psychological and economic effects of noise by providing effective strategies to reduce excessive noise and limit community exposure to loud noise sources.

### PURPOSE OF THE NOISE ELEMENT

Government Code § 65302 (F) states that a City's General Plan must include *"A noise element which shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:*

- 1. Highways and freeways*
- 2. Primary arterials and major local streets.*
- 3. Passenger and freight on-line railroad operations and ground rapid transit systems.*
- 4. Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.*
- 5. Local industrial plants, including, but not limited to, railroad classification yards.*
- 6. Other ground stationary noise sources identified by local agencies as contributing to the community noise environment."*

## **SCOPE AND CONTENT OF THE NOISE ELEMENT**

The State of California recognizes the relationship between noise and noise-sensitive uses and has adopted State Guidelines for Noise Elements. This Noise Element satisfies the requirements of State planning law and is a mandated component of the General Plan. Government Code Section 65302 (f) establishes the required components of the Noise Element. The Element also complies with California Health and Safety Code Section 56050.1 guidelines for Noise Elements.

Future noise conditions from short- and long-term growth are quantified and identified as noise exposure contours. This noise information serves as the basis for developing guidelines for identifying compatible land uses; identifying the proper distribution of land uses on the General Plan Land Use Map; and establishing proper development standards.

The Noise Element comprises four sections: the Introduction; Purpose of the Noise Element; Scope and Content of the Noise Element; and the Goals, Objectives and Policies. In the Goals, Objectives, and Policies section, major issues pertaining to noise sources are identified and related policies are established. The objectives are statements of the City's desires and comprise broad statements of purpose and direction. The policies and standards serve as guides for reducing or avoiding adverse noise impacts on the population.

## **OBJECTIVES**

- A. To protect the citizens of the City from the harmful and annoying effects of exposure to excessive noise.
- B. To protect the economic base of the City by preventing incompatible land uses from encroaching upon existing or planned noise-producing uses.
- C. To preserve the tranquility of residential areas by preventing noise producing uses from encroaching upon existing or planned noise-sensitive uses.
- D. To educate the citizens of the City concerning the effects of exposure to excessive noise and the methods available for minimizing such exposure.
- E. To emphasize the reduction of noise impacts through careful site planning and project design, giving second preference to the use of noise barriers and/or structural features to buildings containing noise-sensitive land uses.

## **POLICIES AND STANDARDS**

- 3.1 Areas shall be recognized as noise impacted if exposed to existing or projected future noise levels at the exterior of buildings in excess of 65 dB Ldn (or CNEL).
- 3.2 Noise sensitive land uses should be discouraged in noise impacted areas unless effective mitigation measures are incorporated into the specific design of such projects to reduce exterior noise levels to 65 dB Ldn (or CNEL), and to 45 dB Ldn (or CNEL)

or less within interior living spaces. Noise sensitive land uses include hospitals, residences, schools, churches, and other uses of a similar nature as determined by the Planning Director.

- 3.3 Industrial, commercial or other noise generating land uses should be discouraged if resulting noise levels will exceed 65 dB Ldn (or CNEL) at the boundary areas of planned or zoned noise sensitive land uses. Noise sensitive land uses should not be located near roadways or railways that exceed 65 dB(A).
- 3.4 The City shall enforce applicable State Noise Insulation Standards (California Administrative Code, Title 24) and Uniform Building Code (UBC noise requirements).
- 3.5 New equipment and vehicles purchased by the City should comply with noise level performance standards consistent with the best available noise reduction technology.
- 3.6 The preferred method of noise control used is thoughtful site design. Secondly, noise control should be achieved through the use of artificial noise barriers. Site and building design guidelines may include:
  - a. Noise sensitive land uses should not front onto the primary noise source. Where this is not possible, the narrow portion of the building should face the primary noise source, and the interior layout should locate the most sensitive areas away from the noise source by placing garages, storage facilities, carports or other such areas nearest the noise source.
  - b. Site design should permit noise to pass around or through a development. This can be achieved by placing the narrow or convex portion of the structure toward the primary noise source.
  - c. Commercial and industrial structures should be designed so that any noise generated from the interior of the building is focused away from noise sensitive land uses.
  - d. Two-story residential construction should be avoided, where possible, immediately adjacent to arterials or collectors unless an adequate combination of noise attenuation procedures are used to reduce noise to a level consistent with Policy 3.2 herein.
  - e. When possible, residential cul-de-sacs should be perpendicular to adjacent arterials or collectors.
  - f. Loading and unloading activities for commercial uses should be conducted in an enclosed loading dock, preferably with a positive seal between the loading dock and trucks.
- 3.7 The City shall review all relevant development plans, programs and proposals to ensure their conformance with the policy framework outlined in this Noise Element.

- 3.8 Prior to the approval of a proposed development in a noise impacted area as defined in 3.1, or the development of an industrial, commercial or other noise generating land use in or near an area containing existing or planned noise sensitive land uses, an acoustical analysis may be required if any of the following findings are made:
- a. The existing or projected future noise exposure at the exterior of buildings which will contain noise sensitive uses or within proposed outdoor activity areas (patios, decks, backyards, pool areas, recreation areas, etc.) exceeds 65 dB Ldn (or CNEL).
  - b. Interior residential noise levels resulting from offsite noise are estimated to exceed 45 dB(A).
- 3.9 When noise studies are necessary they should:
- a. Be the responsibility of the applicant.
  - b. Be prepared by an individual or firm with demonstrable experience in the fields of environmental noise assessment and architectural acoustics.
  - c. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions.
  - d. Include estimated noise levels in terms of day-night weighted levels (Ldn or CNEL) for existing and projected future conditions, with a comparison made to the adopted policies of the Noise Element.
  - e. Include recommendations for appropriate mitigation measures to achieve compliance with the adopted policies and standards of the Noise Element.
  - f. Include estimates of noise exposure after the prescribed mitigation measures have been implemented. If compliance with the adopted standards and policies of the Noise Element will not be achieved, a rationale for acceptance of the project must be provided.
  - g. Be prepared as early in the project review or permitting process as possible, so that noise mitigation measures may be an integral part of the project design, rather than an afterthought.
- 3.10 Noise created by temporary activities necessary to provide construction or required services should be permitted for the shortest duration possible and limited to time periods that will have the least possible adverse impact on surrounding land uses.
- 3.11 All projects within the impact area of the Corcoran Airport to the west of the community, as shown in the Kings County Airport Land Use Plan, and the equivalent impact area around the Salyer Farms Airport to the east, will be evaluated for potential noise impacts from aircraft overflights based on the standards in the Kings County Airport Land Use Plan.



## **CHAPTER 4.0**

### **SAFETY ELEMENT**





## **4.0 SAFETY ELEMENT**

### **INTRODUCTION**

The quality of life in Corcoran is directly impacted by the sense of security of its residents and businesses. In order to provide a safe and enjoyable environment for residents, it is important to address the issues of crime, violence, and other human caused hazards, and to prepare a response to uncontrollable natural hazards. The Safety Element establishes objectives and policies and standards to ensure that there is an adequate, coordinated, and expedient response to public safety concerns.

### **PURPOSE OF THE SAFETY ELEMENT**

The purpose of the Safety Element is to identify and address those features or characteristics existing in or near Corcoran that represent a potential hazard to the community's citizens, sites, structures, public facilities, and infrastructure. The Safety Element establishes policies to minimize the danger to residents, workers, and visitors, while identifying actions needed to manage crisis situations such as earthquakes, fires, and floods. The Element also focuses on preventing criminal activity and violence before they occur. Additionally, the Safety Element contains specific policies to regulate existing and proposed development in hazard-prone areas.

### **SCOPE AND CONTENT OF THE SAFETY ELEMENT**

The Safety Element satisfies the requirements of state planning law and is a mandated component of the General Plan. Government Code section 65302 (g) sets forth a list of hazards that the Element must cover, if they pertain to conditions in the City. These hazards are:

- Seismically induced conditions including ground shaking, surface rupture, ground failure, tsunamis, and seiche;
- Slope instability leading to mudslides and landslides;
- Subsidence and other geologic hazards;
- Flooding;

- Wildland and urban fires; and
- Evacuation routes.

The Safety Element contains four sections: the Introduction; Purpose of the Safety Element; Scope and Content of the Safety Element; and Objectives, Policies and Standards. In the Objectives, Policies and Standards section, major issues pertaining to hazardous conditions and safety are identified, and related policies established. The policies serve as guidelines for reducing the risks associated with humans, including criminal activity and natural hazards. The policies also serve to direct and maximize community emergency preparedness.

### ***Emergency Planning and Response***

#### **OBJECTIVES**

- A. Reduce the potential for loss of life and property resulting from natural and man-made hazards to a minimum.
- B. Coordinate responses in the event of a local or regional natural or man-made disaster.

#### **POLICIES AND STANDARDS**

- 4.1 The City will maintain its emergency preparedness, including evacuation procedures, to address potential natural and man-made hazards. These procedures shall be developed in coordination with Kings County's emergency operations plans.
- 4.2 All buildings shall conform to state standards set forth in the Uniform Code for the Abatement of Dangerous Buildings Code contained in the most current edition of the Uniform Building Code.
- 4.3 The City of Corcoran shall conduct joint training exercises between local fire and law enforcement personnel to develop coordinated action in fire suppression, traffic and crowd control.
- 4.4 The City may coordinate fire protection services with Kings County and neighboring communities, including the maintenance of mutual aid and agreements with Tulare County, the Cities of Hanford and Lemoore and the California State Prison - Corcoran.
- 4.5 The City shall establish a network of streets that permits emergency vehicle access to any individual property that is no more than one minute from designated Arterial, Collector or Minor Collector roadways. Streets should comply with the State fire code for emergency vehicle access.
- 4.6 The City shall continue to monitor the need for additional public safety facilities such as fire equipment, auxiliary police and fire stations, etc, as the demand for services increases. The City may consider the adoption of developer impact fees to ensure that

public safety services continue to be funded as population increases and as new neighborhoods are constructed at a greater distance from centralized facilities.

## ***Fire Protection***

### **OBJECTIVE**

- A. An effective and well-trained Fire Department that will protect the community from fire dangers.

### **POLICIES AND STANDARDS**

- 4.7 The City's fire service response goal shall be five minutes from "tone-out" to arrival on scene.
- 4.8 The City shall maintain a reliable water supply system that meets the fire protection needs of the community.
- 4.9 The City shall enforce the municipal code as it pertains to the abatement of fire hazards related to existing buildings, structures, and weed control.
- 4.10 The City shall support local, state and federal programs designed to inform and educate the public concerning fire prevention and suppression.
- 4.11 The City will coordinate with Kings County, other local communities, and the California State Prison – Corcoran in the provision of fire protection services to ensure the maximum level of protection for all residences, commercial establishments and industries within the planning area.
- 4.12 The City will encourage installation of fire safety devices in all residences and require such installation at the time of original construction, remodeling or expansion.
- 4.13 The City will establish five minutes or two miles travel distance as the maximum response time or travel distance from the nearest fire station. Outside of this response range, built-in fire protection systems (i.e. sprinklers) shall be required in all new buildings.
- 4.14 The City will encourage the community to become involved in promoting state and federal fire protection programs in school and civic functions.

## ***Flooding***

### **OBJECTIVE**

- A. Protect the lives and property of residents from the hazards of flooding.

### **POLICIES AND STANDARDS**

- 4.15 Consistent with Federal standards, the City shall implement FEMA regulations and design guidelines to address 100-year flood events, and require adequate storm drainage facilities to prevent flooding within the community.
- 4.16 The City will update the storm drain master plan every few years to include planned growth areas and require that development conform to it.
- 4.17 The City will continue to participate with the Cross Creek Flood Control District to ensure the levees protecting Corcoran from Tulare Lake flooding are adequately monitored.
- 4.18 In the event that levee monitoring indicates that additional construction, repair, rehabilitation, or improvements to the Tulare Lake levees is needed, the City of Corcoran may establish appropriate development fees to help fund the cost of protecting new development placed into the area protected by the levee system.

## ***Aircraft Overflight Hazards***

### **OBJECTIVE**

- A. Protect hazardous conflicts between uses on the ground and airport operations at the Corcoran Airport and at the Salyer Farms Airport. Conflicts may increase hazards to aviation, or increase hazards to ground base populations in the event of an aircraft emergency.

### **POLICIES AND STANDARDS**

- 4.19 The City shall implement the building and land use restrictions and policies of the Kings County Airport Land Use Plan.
- 4.20 To the extent feasible, the building and land use restrictions which apply to the Corcoran Airport, and described in the Kings County Airport Land Use Plan shall also be implemented with regard to the Salyer Farms Airport.

**Public Safety Standard****OBJECTIVE**

A. Adopt and implement safety standards for varying hazards.

**POLICIES AND STANDARDS**

- 4.21 Environmental Impact Reports should be required on all projects in areas of extreme hazard as defined herein (a project is defined within the California Environmental Quality Act).
- 4.22 It is the policy of the City to require that water supply systems be related to the size and configuration of land developments. Standards as set forth in the current subdivision ordinance shall be maintained and improved as necessary.
- 4.23 Development proposals shall take into consideration required fire standards, particularly in regard to critical facilities.
- 4.24 It is the policy of the City to maintain adequate street width and connectivity in the circulation system to enable prompt response and emergency access. Street widths shall conform to the State fire code which requires 20-feet of clear travel way on public roads or fire lanes. Development shall also conform with the following connectivity guidelines:
  - a. Access to arterials, collectors or minor collectors should be provided at least every 500 feet,
  - b. Provide at least 250 street intersections per square mile to ensure a grid network of connectivity. Pedestrian cul-de-sac connections to public streets shall be counted as intersections if accessible by emergency vehicles.
- 4.25 The street network shall be designed so that it does not pose undue hazards due to excessive vehicle speeds, excessive through traffic in residential neighborhoods or street design that is in substantial excess of future projected traffic volumes. Residential streets should be designed to limit speeds on local streets to 20 mph, and a minor collector to 25 mph through the usage of traffic calming devices, street width, and other methods approved by the City Engineer.
- 4.26 Existing traffic conflicts should be resolved, including connectivity between neighborhoods, access to industrial areas and critical intersections, and railroad/roadway conflicts.
- 4.27 The city shall continue to implement the seismic safety requirements of the latest adopted Building Codes as they apply to new construction, remodeling, retrofitting, etc.
- 4.28 Development adjacent to hazardous facilities such as irrigation canals, detention basins, drainage facilities, railroad rights-of-way, state highways, etc., shall be designed to

offer appropriate protections though fencing, restrictions to access or other appropriate means.



**CHAPTER 5.0**  
**OPEN SPACE, CONSERVATION AND**  
**RECREATION ELEMENT**



# Open Space, Conservation and Recreation

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## **5.0 OPEN SPACE, CONSERVATION AND RECREATION ELEMENT**

### **INTRODUCTION**

Some of the most valuable assets of Corcoran include its agricultural land, parks, historical and architectural resources. The Open Space, Conservation and Recreation Element focuses on the protection and enhancement of open space, natural and recreational resources to ensure a high quality living environment in Corcoran.

### **PURPOSE OF THE OPEN SPACE, CONSERVATION AND RECREATION ELEMENT**

The Open Space, Conservation and Recreation Element meets the state requirements for Conservation and Open Space Elements as defined in Sections 65302(d) and 65301(e) of the Government Code. According to these requirements, the Conservation Element must contain goals and policies to protect and maintain natural resources such as water, soils, wildlife, and minerals, and prevent wasteful resource exploitation, degradation, and destruction. The Open Space Element must contain goals and policies to manage open space areas, including undeveloped lands and outdoor recreation areas. Specifically, the Open Space Element must address several open space categories such as those used for the preservation of natural resources and managed production of resources, as well as open space maintained for public health and safety reasons. This last category of open space is addressed in the Safety Element. Because the subjects required to be addressed under the Conservation Element and Open Space Element overlap substantially, the two elements, and the Recreation Element have been combined for this Plan.

### **SCOPE AND CONTENT OF THE OPEN SPACE, CONSERVATION AND RECREATION ELEMENT**

The Open Space, Conservation and Recreation Element expresses community policies to protect environmental, open space and recreational resources. Resources addressed in this element include: water resources; agricultural resources; cultural resources; ecological and biological resources; mineral resources; and parks and recreational facilities. Because everyday activities in Corcoran affect air quality outside City boundaries and regional activities affect air quality within Corcoran, regional air quality issues are also addressed in this element.

The Open Space, Conservation and Recreation Element is comprised of four sections: the Introduction; Purpose of the Open Space, Conservation and Recreation Element; Scope and Content of the Open Space, Conservation and Recreation Element; and the Objectives, Policies and Standards. In the Objectives, Policies and Standards section, community open space needs and resource management issues are identified and corresponding policies are established. The objectives, which are overall statements of the City desires, are comprised of broad statements of purpose and direction. The policies serve as guidelines for planning and maintaining recreational facilities, enhancing the natural amenities of Corcoran and minimizing the environmental effects of planned development.

## ***Natural Resources***

### **OBJECTIVES**

- A. Protect natural resources including groundwater, soils, and air quality, to meet the needs of present and future generations.
- B. Ensure that environmental hazards including potential flooding and impacts from agricultural practices are adequately addressed in the development process within the City and the Corcoran Planning Area.

### **POLICIES AND STANDARDS**

- 5.1 The City of Corcoran shall work cooperatively with other local agencies to expand programs that enhance groundwater recharge in order to maintain the groundwater supply, including the installation of retention/detention ponds in new growth areas.
- 5.2 No urban intensity development shall be approved in the City unless the development is, or can be served by the City sewer system.
- 5.3 The City shall continue to participate in programs to encourage, and, in some instances to require, ongoing water conservation practices.
- 5.4 The City shall adopt and implement an Urban Water Management Plan and shall maintain a current Water Master Plan.
- 5.5 To assist the City in meeting the clean air quality requirements of the federal and state Clean Air Acts, the San Joaquin Valley Air Pollution Control District will be consulted to provide community planning guidance to help reduce potential air quality impacts. In conformance with State legislation, an Air Quality Element shall be developed based on the Air District's Air Quality Guidelines for General Plans.
- 5.6 The City shall continue to promote biological diversity and the use of plant species compatible with the bio-region in landscaping, open spaces and in other areas as appropriate.

- 5.7 New construction activities shall comply with the standard and optional PM-10 control measures as set forth by the San Joaquin Valley Air Pollution Control District's Regulation VIII and Guide for Assessing and Mitigating Air Quality Impacts.
- 5.8 To protect human health, the City's water resources will be monitored on a regular basis to test for bacteriological and toxic chemical components.
- 5.9 The City will actively pursue grants and other funding sources to ensure the continued ability to provide safe, clean drinking water to all of its inhabitants.
- 5.10 The Land Use Element shall identify greenbelt areas on lands outside of the City in order to maximize farmland, open space, and wildlife habitat preservation. Property owners and Kings County will be encouraged to retain such land in agricultural and/or open space uses, with natural or manmade features to transition from urban to non-urban uses.
- 5.11 The City shall continue to initiate and/or support local and regional recycling programs, and transfer station-based solid waste sorting programs.
- 5.12 The City shall adopt and implement standards requiring shade trees along new residential and commercial streets and developments.

## ***Recreation***

### **OBJECTIVES**

- A. Provide adequate recreational facilities to accommodate residents and visitors.
- B. Provide or cooperate in the provision of, a range of leisure, recreation, and cultural programs and facilities that are accessible and affordable to all segments of the community.

### **POLICIES AND STANDARDS**

- 5.13 The City may provide parks at a minimum ratio of 5.0 acres of park per 1,000 population when feasible. Lighting and Landscape Districts shall be used to ensure that the park facilities are adequately maintained.
- 5.14 Parks shall be developed as growth and fiscal resources warrant, which respond to the needs of the City's diverse population.
- 5.15 The City, in partnership with schools, developers, the County and others, will develop and maintain parklands in accordance with the Parks Master Plan. The City Council shall continue to monitor the provision of parkland and will implement development impact fees and/or park set-asides and in-lieu fees to ensure that parks development keeps pace with residential growth.

- 5.16 The City will maximize opportunity for joint use of public land and facilities such as schools, stormwater ponding basins and other recreation areas under public jurisdiction suitable for recreation.

## ***Open Space***

### **OBJECTIVES**

- A. Create and preserve an open space system in the Corcoran planning area.

### **POLICIES AND STANDARDS**

- 5.17 The City will create and protect open space for the preservation of natural resources.
- 5.18 The City will create and preserve open space for outdoor recreation.
- 5.19 The City will preserve and protect agricultural use on lands in and surrounding the Corcoran planning area for open space purposes and for the managed production of resources.
- 5.20 The City will create and maintain open space for public health and safety in areas which require special management or regulation.

## ***Cultural Resources***

### **OBJECTIVES**

- A. Preserve important links to Corcoran's heritage, including historical and pre-historical resources.

### **POLICIES AND STANDARDS**

- 5.21 The City shall consult with the Central California Information Center at California State University, Bakersfield for advice regarding any project that could have an impact on cultural resources. Special consideration shall be paid to areas identified in the General Plan and elsewhere as likely to contain relics of the areas pre-historic past.
- 5.22 It shall be the policy of the City to avoid impacts to cultural resources where feasible, preserving such resources in place. Where the implementation of this policy is not feasible, the City shall consult with an appropriate professional (historian, archeologist, etc.) to study the site and recommend appropriate measures to ensure the educational and cultural value are preserved.

## **CHAPTER 6.0**

### **AIR QUALITY ELEMENT**







## **6.0 AIR QUALITY ELEMENT**

### **INTRODUCTION**

The Air Quality Element is intended to protect the public's health and welfare by implementing measures that allow the San Joaquin Valley Air Pollution Control District (SJVAPCD) to attain Federal and State air quality standards that will move toward a sustainable level of air quality. To achieve this goal, the Element sets forth a number of policies and standards to reduce current pollution emissions and to require new development to include measures to comply with air quality standards. In addition, this Element contains provisions to address new air quality requirements.

California Government Code Section 65303 enables a county or city to adopt "any other elements or address any other subjects, which, in the judgment of the legislative body, relate to the physical development of the county or city." The City of Corcoran has adopted the Air Quality Element to help the community meet ambient air quality standards established by the U.S. Environmental Protection Agency and the California Air Resources Board (ARB).

### **PURPOSE OF THE AIR QUALITY ELEMENT**

The purpose of the Air Quality Element is to identify air quality problem areas and implement policies and standards to address those problem areas. Without the implementation and maintenance of appropriate air quality standards, threats to public health and a declining quality of life may result. The Air Quality Element, although not mandated by state planning law, has been included in Corcoran's General Plan to ensure a healthy environment through the management of our air resources.

### **SCOPE AND CONTENT OF THE AIR QUALITY ELEMENT**

The Air Quality Element includes goals, objectives and policies for minimizing the number and length of vehicle trips, transportation alternatives, and for requiring area and stationary source projects that generate significant amounts of air pollutants to incorporate air quality mitigation in their design.

**GOAL**

To protect the health and welfare of Corcoran residents by promoting development that is compatible with air quality standards.

**OBJECTIVES**

- A. Develop consistent and accurate procedures for evaluating the air quality impacts of new projects.
- B. As part of the development review process, develop mitigation measures to minimize stationary and area source emissions.
- C. Develop transportation systems that minimize vehicle delay and air pollution.
- D. Develop consistent and accurate procedures for mitigating transportation emissions from new and existing projects.
- E. Encourage alternative modes of transportation including pedestrian, bicycle, and transit usage.
- F. Conserve energy and reduce air emissions by encouraging energy efficient building designs and transportation systems.

**POLICIES AND STANDARDS**

- 6.1 The City shall coordinate with other local and regional jurisdictions, including the SJVAPCD and the California ARB, in the development of regional and county clean air plans and incorporate the relevant provisions of those plans into City planning and project review procedures. The City shall also cooperate with the SJVAPCD and ARB in:
  - a. Enforcing the provisions of the California and Federal Clean Air Acts, state and regional policies, and established standards for air quality.
  - b. Encouraging economy clean fuel for city vehicle fleets, when feasible.
  - c. Developing consistent procedures for evaluating project-specific and cumulative air quality impacts of projects.
- 6.2 During development review, the City shall require area and stationary source projects that generate significant amounts of air pollutants to incorporate air quality mitigation in their design, including:
  - a. The use of best available and economically feasible control technology for stationary industrial sources;

- b. The use of EPA-certified wood stoves in new residential units, to the extent wood stoves are permitted under SJVAPCD regulations;
  - c. The use of new and replacement fuel storage tanks at refueling stations that are clean fuel compatible, if technically and economically feasible;
  - d. The promotion of energy efficient designs, including provisions for solar access, building siting to maximize natural heating and cooling, and landscaping to aid passive cooling and to protect from winter winds.
- 6.3 The City shall develop and implement strategies to minimize the number and length of vehicle trips, which may include:
- a. Promoting commercial/industrial project proponent sponsorship of van pools or club buses;
  - b. Encouraging commercial/industrial project day care and employee services at the employment site;
  - c. Encouraging the provision of transit, especially for employment-intensive uses of 200 or more employees;
  - d. Providing incentives for the use of transportation alternatives;
  - e. Providing expansion and improvement of public transportation services and facilities.
- 6.4 The City shall encourage transportation alternatives to motor vehicles by developing infrastructure amenable to such alternatives by doing the following:
- a. Right-of-way requirements for bike lanes in the planning of new arterial and collector streets and in street improvement projects, pedestrian connectivity to cul-de-sacs from collectors and arterials;
  - b. Require that new development be designed to promote pedestrian and bicycle access and circulation in conformance with the United States Green Building Council LEED – Neighborhood Development Guidelines;
  - c. Provide safe and secure bicycle parking facilities at major activity centers, such as public facilities, employment sites, and shopping and office centers.
- 6.5 The City shall encourage land use development to be located and designed to conserve air quality and minimize direct and indirect emissions of air contaminants by doing the following:
- a. Locate air pollution point sources, such as manufacturing and extracting facilities in areas designated for industrial development and separated from residential areas and sensitive receptors (e.g., homes, schools, and hospitals);

- b. Establish buffer zones (e.g., setbacks, landscaping) within residential and other sensitive receptor site plans to separate those uses from highways, arterials, hazardous material locations and other sources of air pollution or odor;
- c. Ensure the jobs/housing/balance when making land use decisions;
- d. Provide for mixed-use development through land use and zoning to reduce the length and frequency of vehicle trips. Optimally, locate residences so that they are within ½ mile of at least four non-residential uses which typically serve residential uses such as neighborhood and convenience commercial areas, offices, major employment centers, schools, parks, public facilities, and places of worship;
- e. Accommodate a portion of the projected population and economic growth of the City in areas having the potential for revitalization;
- f. Locate public facilities (libraries, parks, schools, community centers, etc.) with consideration of transit and other transportation opportunities;
- g. Encourage small neighborhood-serving commercial uses within or adjacent to residential neighborhoods when such areas are aesthetically compatible with adjacent areas; do not create conflicts with neighborhood schools, minimize traffic, noise, and lighting impacts; encourage and accommodate pedestrian and bicycle access; and, are occupied by commercial uses that have a neighborhood-scale market area rather than a community-wide market area. Provide pedestrian connection to reduce walking distances to ¼ mile or less;
- h. Encourage a development pattern that is contiguous with existing developed areas of the City.
- i. Promote the use of trees and plants in travelway landscaping and residences.

**CHAPTER 7.0**  
**COMMUNITY DESIGN ELEMENT**





## **7.0 COMMUNITY DESIGN ELEMENT**

### **INTRODUCTION**

The Community Design Element brings together the physical elements and design features of Corcoran thereby establishing a strong sense of place and local identity. The unique characteristics that define the community are protected and encouraged in this element. Residential, commercial and industrial design as well as landscaping, streetscape, focal points, boundaries and vistas are addressed.

### **PURPOSE OF THE COMMUNITY DESIGN ELEMENT**

The Community Design Element addresses the conservation and enhancement of the visual quality of the Corcoran environment. New development and redevelopment create pressure on the natural and historic resources in Corcoran that form the community's unique character. The Community Design Element helps to preserve and improve the quality of life in Corcoran by addressing: the protection of natural resources; the preservation and enhancement of the historical character of the community; the harmonious incorporation of new development into existing public and private development; and the maintenance of the community's "small-town, rural atmosphere."

### **SCOPE AND CONTENT OF THE COMMUNITY DESIGN ELEMENT**

The Community Design Element is not a State-mandated element, but is an important component of the Corcoran General Plan. The Element comprises four sections: Introduction; the Purpose of the Community Design Element; the Scope and Content of the Community Design Element; and Objectives, Policies and Standards. In the Objectives, Policies and Standards section, major issues related to the preservation and enhancement of the character of the community are identified and related policies and standards are established to address these issues.

## Gateways/Streetscape Design

### OBJECTIVES

- A. Improve the appearance of city streets.

### POLICIES AND STANDARDS

- 7.1 Promote a city-wide street tree planting program which enhances the appearance of the street and is scaled in relationship to the function of the roadway. Tree wells shall be located and designed to ensure adequate sight distance for traffic and pedestrian safety.
- 7.2 The undergrounding of utilities along the City's main corridors is a priority. In developing areas, new development projects shall place all new utility lines underground. The City will also explore a range of options for undergrounding utilities in existing developed areas.
- 7.3 Ensure all signs are compatible with the overall streetscape design including the redesign/removal of signs, which are disruptive elements.
- 7.4 Outdoor advertising billboards shall not be allowed within the City limits.
- 7.5 Establish coordinated, distinctive and high quality signage, accent plantings and paving materials for entries into the City.



*A pedestrian/bike trail with attractive lighting and landscaping is an asset to the community.*

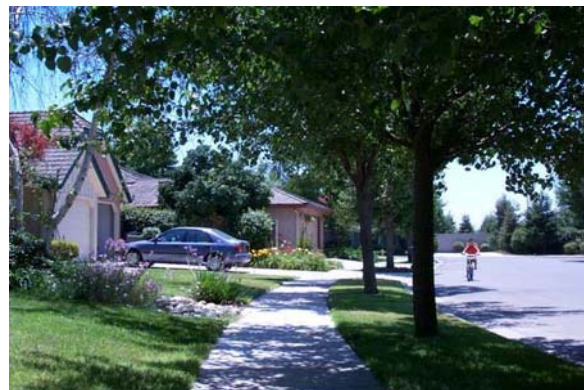
## Residential Development

### OBJECTIVES

- A. Improve the appearance and condition of existing residential areas.

### POLICIES AND STANDARDS

- 7.6 Pursue removal of vehicles on residential property, which are abandoned, unregistered or in a state of disrepair. Existing City codes pertaining to abandoned vehicles shall be enforced.
- 7.7 Review the adequacy of existing Zoning Code enforcement procedures pertaining to property maintenance.



*Modern subdivision with shade trees.*



- 7.8 Encourage the planting of street trees in existing residential neighborhoods. Specific policies will also be included for street trees in new residential, commercial and industrial development.
- 7.9 Encourage growth patterns that will promote livable neighborhood development principles including the following:
- Providing compact development so that vehicle use is reduced to the extent practicable, and so that vehicle trips are shorter.
  - City neighborhoods (one square mile area) should have a mix of land uses including housing, schools, small shops and neighborhood shopping centers. Residential uses should be clustered within walking distance of commercial and service facilities.
  - Neighborhoods should be designed as suburban “villages” with connectivity consistent with the circulation element’s policies.

## OBJECTIVES

- A. Promote high quality new residential neighborhoods.

## POLICIES AND STANDARDS

- 7.10 Encourage innovative site planning and housing design, including the use of Specific Plans to allow flexibility in zoning standards where the highest design values are proposed.
- 7.11 Require site plan review procedures for all single and multi-family residential development, including provisions for building setbacks, lot coverage, parking, access and circulation, outdoor lighting, signage, architecture and landscaping.
- 7.12 Require the planting of street trees in parkways.
- 7.13 The following techniques should be used in the design of single and multi-family residential development:
- Varying front yard setbacks within the same structure, except where doing so would overemphasize the appearance of garages;
  - Staggered and/or reversed unit plans to provide variability in the outward appearance of the building(s);



*Single Family residential with street trees, porch, varied front yard setback and aesthetic*

- c. Building materials and design that ensure consistency with adjacent land uses and structures;
  - d. Adequate open space and landscaping;
  - e. Dense landscaping adjacent to buildings;
  - f. Encourage a variety of orientations to the buildings to avoid monotony; and,
  - g. Limitation on second story views to adjacent property.
- 7.14 Parking areas in multi-family residential projects should be visible from the units they serve and be located behind the building where possible. Long rows of garages or parking spaces should be avoided.
- 7.15 Landscaped planters should be provided on an average of every ten spaces and should, where possible, align with building entrances.
- 7.16 Second story views to adjacent land areas should be controlled through the use of increased setbacks, dense tree plantings, enhanced fence requirements or other means.
- 7.17 Encourage residential developments to plant and maintain adequate and attractive front yard landscaping.
- 7.18 The City shall periodically evaluate existing residential setback requirements to consider increasing landscaping and improving general neighborhood aesthetics. Reduced setbacks may be appropriate in neighborhoods designed with a strong pedestrian focus and amenities to encourage neighborhood interaction. Such amenities may include front porches, canopy trees over the street, recessed or rear facing garages etc.
- 7.19 The City shall encourage the development of a broad and balanced range of housing at all price levels. As noted in the housing element, the City has underserved the moderate and above moderate housing market. Estate residential land use designation shall be used to encourage and preserve such housing types.
- 7.20 Strengthen the City's sense of history by identifying and preserving historic residential structures throughout the community.

## Commercial Development

### OBJECTIVES

- A. Ensure that all commercial and industrial development is attractive and of high-quality design, to enhance the image of the city.

### POLICIES AND STANDARDS

- 7.21 Continue site plan review procedures for all commercial and industrial development, including provisions for building setbacks, lot coverage, parking, access and circulation, outdoor lighting, signage, and landscaping.
- 7.22 Promote rehabilitation of appropriate commercial sites and investigate funding opportunities for rehabilitation/remodeling of small businesses.
- 7.23 Strengthen the City's sense of history by preserving, when possible, historic structures throughout the community.
- 7.24 Buildings on a site should be linked visually through architectural style, colors and materials, signage, landscaping, design details such as light fixtures, and the use of arcades, trellises or other open structures.
- 7.25 The height and scale of new development should be compatible with that of surrounding buildings where an established pattern or character is apparent. New development should provide a transition from the height of adjacent structures to the maximum height of new development.
- 7.26 Commercial Development adjacent to the residentially designated properties shall comply with policy 1.29 of the Land Use Element.
- 7.27 Tall dominating structures should be broken up by creating horizontal emphasis through the use of trim, awnings, eaves or other ornamentation, and by using a combination of complementary colors.
- 7.28 All roof equipment shall be screened from a horizontal line of sight. Screening should be an integral part of the roof design and not appear as a "tacked on" afterthought. For flat roofs, a screen enclosure behind the parapet wall may be used if it is made to appear as an integral part of the structure's design. Ground or interior-mounted mechanical equipment (with appropriate screening) is encouraged as an alternative to roof-mounting.



*Example of Retail uses with parking in the rear, varying roof planes and aesthetic landscaping.*

- 7.29 Structures in pedestrian-oriented areas should provide continuous storefronts at the ground level front elevation.
- 7.30 Entries should be protected from the elements and should create a focus or sense of entry for the building. Wall recesses, roof overhangs, canopies, arches, signs, and similar architectural features should be integral elements of building design calling attention to the importance of the entry.
- 7.31 Vertical mixed use projects, where residential uses are located above commercial or office uses, or office uses located above commercial uses, are encouraged.
- 7.32 Buildings shall be designed with a precise concept for adequate signage. Signs shall be integrated into the design of buildings and should be part of the architecture. All signage shall be compatible with the building and site design relative to colors, materials and placement, and shall respect established architectural and/or historical character. Areas intended for signage shall be identified on development plans.
- 7.33 Monument-type signs are preferred over tall pole signs for business identification, wherever possible. Where several tenants occupy the same site, individual wall mounted signs are appropriate in combination with a monument sign identifying the development. Custom signs, which are unique and creative, are encouraged, provided that the style of the sign complements the style and design of the building. The City will encourage the preservation of historic signs that are in themselves architectural features.
- 7.34 The planting of street trees is encouraged for all existing and new commercial and industrial development.
- 7.35 Buildings, landscaping, parking and other development features should be arranged in a manner that is compatible with the size, scale and appearance of nearby development.
- 7.36 Landscaped areas should be clustered on a site to maximize their effect on the public view.
- 7.37 Landscaping should be used to define areas such as entrances to buildings and parking lots, define edges of various land uses, provide transition between neighboring properties (buffering), and provide screening for outdoor storage, loading and equipment areas.
- 7.38 Landscaping should be in scale with adjacent buildings and be of appropriate size at maturity to accomplish its intended purpose.
- 7.39 Areas of a site not utilized for parking, circulation, storage or other uses, shall be landscaped.
- 7.40 Parking lots shall not overwhelm views of a site and shall incorporate landscaping for all areas not used for vehicle storage, access or circulation.

- 7.41 Site planning should emphasize a strong relationship to the adjoining street(s) and encourage pedestrian circulation and access. Pedestrian access shall be separate from vehicular access, where feasible.
- 7.42 Site plans shall provide safe and well-defined pedestrian connections from buildings to parking areas, from buildings to the adjoining street(s), and among buildings on the same site. Pedestrian connections between commercial development and surrounding residential neighborhoods should also be provided, where they are consistent with the security and similar concerns.
- 7.43 Buildings, sidewalks, and parking lots should be located to minimize conflicts between pedestrian and vehicular circulation on a site.
- 7.44 Loading and trash facilities shall be located where they may be adequately screened from view (generally at the rear of the structures, away from the street).
- 7.45 Long expanses of fence shall be offset and architecturally designed to prevent monotony, and shall include landscaped pockets and limited openings.
- 7.46 Priority should be given to development in the downtown area.

### ***Industrial Development***

- 7.47 The City shall encourage the rehabilitation of appropriate industrial sites and investigate funding opportunities for rehabilitation/remodeling of small businesses.
- 7.48 Site design for new industrial development shall consider the following:
  - a. Controlled site access;
  - b. Service, storage, and loading areas located at the rear or side of buildings;
  - c. Screening of storage and outdoor work areas and equipment;
  - d. Landscaping, signage and other features to emphasize the main entrance;
  - e. Landscaping for all areas not developed for parking, storage, buildings, etc.
- 7.49 Design elements which are undesirable and should be avoided include:
  - a. Large, blank, flat wall surfaces;
  - b. Exposed, untreated precision block walls;
  - c. Chain link fence and barbed wire;
  - d. False fronts;
  - e. “Stuck on” mansard roofs;

- f. Materials with high maintenance (such as stained wood, shingles or light gauge metal siding)
  - g. Mirror window glazing
  - h. Loading doors facing the street; and
  - i. Exposed roof drains.
- 7.50 Where industrial development abuts non-industrial uses, appropriate buffering techniques shall be employed such as setbacks, screening, landscaping, or some combination of these.
- 7.51 An industrial site shall accommodate all of its required parking on-site without the use of on-street parking.
- 7.52 On-site circulation shall be designed to provide safe and efficient access for delivery vehicles, visitors and employees, and pedestrians.
- 7.53 Loading and delivery areas shall be clearly marked with directional signage where multiple access points are provided.
- 7.54 Loading areas shall be designed to accommodate trucks without them having to back onto or otherwise use the adjoining street when feasible.
- 7.55 When security fencing is required, it should be a combination of solid pillars, or short solid wall segments, and wrought iron grillwork and not include barbed wire.

**CHAPTER 8.0**  
**PUBLIC SERVICES AND**  
**FACILITIES ELEMENT**





# Public Services and Facilities Element

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## **8.0 PUBLIC SERVICES AND FACILITIES ELEMENT**

### **INTRODUCTION**

The Public Services and Facilities Element addresses the community need for public services and facilities. The City is currently well served with infrastructure, and with master plans in place to guide capital spending to make improvements as necessary. Future development of the remaining vacant land within the City will require expansion of public services and facilities to meet the increase in demand for service. Planning for this future increase in demand will ensure that the needs of future residents for public services and infrastructure are met, while avoiding adverse impacts to the existing community.

### **PURPOSE OF THE PUBLIC SERVICES AND FACILITIES ELEMENT**

The purpose of the Public Services & Facilities Element is to ensure that sufficient levels of public services are provided as Corcoran develops. Working in conjunction with the Land Use Element, the Public Services & Facilities Element plans for the needed expansion and funding of public services and infrastructure to coincide with new development.

### **SCOPE AND CONTENT OF THE PUBLIC SERVICES AND FACILITIES ELEMENT**

The Public Services & Facilities Element is not a state-mandated element. The issues addressed within this Element closely relate to the Land Use Element. The Element is comprised of four sections: the Introduction; Purpose of the Public Services & Facilities Element; Scope and Content of the Public Services & Facilities Element; and the Objectives, Policies and Standards. In the Objectives, Policies and Standards section, major issues related to the provision of public services and facilities are identified and related policies and standards are established to address these issues. The objectives, which are overall statements of the community's desires, are comprised of broad statements of purpose and direction. The policies and standards serve as guides for infrastructure and facility improvements to provide sufficient levels of service.

## **Public Facility Improvement**

### **OBJECTIVES**

- A. It is the policy of the City that new growth shall provide adequate means of funding the expansion of services and facilities necessary to support increasing development. Fees may be established to pay for both needed facilities, and incremental demands on existing facilities.
- B. A master plan for the development and funding of necessary services and utilities (including but not limited to storm drainage, water and sanitary facilities) shall be developed and adopted. Funding can be through the formation of an assessment district(s), entering into deferral agreements or direct developer funding of improvements. Distribution of cost for improvements shall be done in a fair and equitable manner.
- C. Facilities and services shall be consistent with the General Plan land use goals and objectives.

### **POLICIES AND STANDARDS**

- 8.1 All applications for annexation and development shall include an infrastructure and public services assessment, to be completed by the applicant, to determine infrastructure needs, feasibility, timing, and financing.
- 8.2 The City of Corcoran shall prepare and implement City-wide infrastructure master plans which carry out adopted land use goals, objectives and policies and federal and State regulations. These master plans shall be implemented through various funding mechanisms including assessment district, property owner's associations, user fees, development impact fees, mitigation payments, reimbursement agreements and/or other mechanisms which provide for equitable distribution of development and maintenance costs.
- 8.3 The City shall require the extension and construction of infrastructure to proposed developments according to adopted elements and master plans. The City shall use reimbursement agreements or other financing techniques to reimburse developers for the cost of any infrastructure oversizing which may be required.
- 8.4 Urban growth management planning shall be coordinated with public and private utilities.
- 8.5 Storm water runoff drainage structures shall be designed to limit erosion.
- 8.6 Developers shall be responsible for the construction of adequate connections to existing and planned infrastructure facilities. In some cases, off-site improvements may be required to provide a point of connection to master planned facilities which are not yet in place.

- 8.7 To make the best use of funds, growth shall be encouraged in areas where it is possible to develop facilities incrementally.
- 8.8 New development shall demonstrate that adequate sewerage capacity and sewage treatment capacity exist prior to development or that conditions of project approval will ensure adequate capacity will be created as part of the project prior to the issuance of building permits. Conditions may include installation of necessary facilities or other methods acceptable to the City.
- 8.9 New municipal water wells should be located so that they will not conflict with planned residential neighborhoods. They should have design, screening, landscaping and architectural improvements which make them compatible with adjacent land uses.
- 8.10 The City shall require industrial sewage pretreatment for dischargers that have high biological treatment demands or other highly concentrated constituents. Water conservation measures should also be encouraged for industrial, commercial and residential uses to preserve hydraulic capacity at the treatment plant and to reduce impacts to the sewerage system.
- 8.11 The City shall require the connection of existing and new business, residents and industries to the City's water and sewer system. The City shall establish fees, which enable it to recover the costs of such connection.
- 8.12 Conditions of approval shall be implemented with each development to assure that the necessary water production, distribution and/or treatment facility is in place prior to issuance of a building permit.
- 8.13 Conditions of approval shall be implemented with each development to assure that the necessary sewer collection facility is in place and/or wastewater treatment plant capacity is available prior to issuance of a building permit.
- 8.14 The City shall monitor treatment plant operations and consider the related effects of land use changes when evaluating plan amendments.

## **Local Government Facilities and Services**

### **OBJECTIVE**

- A. Provide high quality government facilities and services to the general public.

### **POLICIES AND STANDARDS**

- 8.15 The City shall continue to maintain innovative solid waste service and programs.
- 8.16 The City's Capital Improvement Program shall be adequate to meet future growth and development needs in conformity with the goals, policies and objectives of the General Plan.



## **CHAPTER 9.0**

### **HOUSING ELEMENT**





**NOTE:** The City of Corcoran Housing Element was adopted in 2004 and found to be in compliance with HCD. The policies section has been reformatted only and included in this report.

## 9.0 HOUSING ELEMENT

### 9.1 CODE ENFORCEMENT

Code enforcement is an important means to preserve public health and safety and ensure that the character and quality of residential neighborhoods and housing is maintained. The City's Code Enforcement staff under the Community Development Department will work to enforce state and local regulations. In conjunction with code enforcement activities, City staff provides information to homeowners regarding the City's Housing Rehabilitation Program.

**Objective:** Continue to work with the community code violations. Refer property owners to the Housing Rehabilitation Program.

**Responsible Agency:** Code Enforcement Staff

**Funding:** General Fund

**Timeline:** Ongoing

### 9.2 PAINT PROGRAMS

The City offers assistance to low and moderate income homeowners for exterior or interior painting in three related programs. The City's Paint Program covers the cost of paint only. Under the Senior/Handicapped Paint Program, the City provides low and moderate income seniors and people with disabilities with paint, paint supplies, and supervision. Labor is usually provided by youths under a program supervised by the Kings County Office of Education. Low and moderate income households residing in the Corcoran Fringe are assisted through the Kings County Paint Program for the Corcoran Fringe.

**Objective:** City Paint Program: 20-25 annually

Senior/Handicapped Paint Program: 10 homes annually

Kings County Paint Program: 5-10 homes annually-as funding permits

**Responsible Agency:** Community Development Department, Job Training Office, Kings County Planning Department, and Kings County Office of Education

**Funding:** CDBG

**Timeline:** Ongoing

### 9.3 HOUSING REHABILITATION PROGRAM

The City will continue providing rehabilitation loans to lower income households through the Housing Rehabilitation Program. Initiated in 1981, the Housing Rehabilitation Program provides loans for up to \$75,000 for most housing repairs, demolition/reconstruction, energy conservation improvements, and handicapped accessibility devices. In 2002, the Program received \$600,000 in HOME funds which should fund up to 12 loans in 2003. Health and safety grants of up to \$1,500 are provided to correct minor repairs or improve handicap accessibility for very low and low income households.

**Objective:** Provide 12-15 loans annually and 10-15 grants annually. Continue to market the program through brochures at the public counter. Conduct outreach to major employers (e.g., hospital, school district, and prisons) regarding the program.

**Responsible Agency:** Community Development Department

**Funding:** HOME; CDBG.

**Timeline:** Ongoing

### 9.4 PRESERVATION OF AT-RISK AFFORDABLE HOUSING

The City continues to work with interested agencies and community organizations to preserve at-risk units by monitoring their status, providing technical and/or financial assistance in return for extended affordability controls, and ensuring proper tenant notification prior to project conversion. Corcoran has 350 units of affordable housing for very low, low, and moderate income households created through various City, state, and federal programs. None of the housing projects are at-risk for conversion to market rate.

**Objective:** Continue to monitor at-risk units.

**Responsible Agency:** Community Development Department

**Funding:** General Fund

**Timeline:** Ongoing

### 9.5 ADEQUATE SITES

The City will facilitate construction of new housing to accommodate projected employment and population growth and to meet the needs of existing residents. To that end, the Housing Element identifies “adequate” sites to accommodate the City’s share of the region’s housing needs allocation identified as 854 units (205 very low, 171 low, 137 moderate, and 341 above moderate) from 2001-2008. Adequate sites are those with sufficient development and density standards, water and sewer services, and adequate infrastructure.

**Objective:** Maintain appropriate land use designations to provide adequate sites appropriate for new housing to meet Corcoran’s housing needs allocation of 854 units.

**Responsible Agency:** Community Development Department



**Funding:** General Fund

**Timeline:** Ongoing

#### **9.6 DENSITY BONUS PROGRAM**

Corcoran allows a density bonus only in conjunction with a planned unit development. In accordance with State law, if a developer allocates at least 20 percent of the units in a housing project for lower income households, 10 percent for very low-income households, 50 percent for qualifying residents such as senior citizens, or at least 20 percent of condominium units for moderate income households, the City must grant a density bonus of 25 percent, along with one additional regulatory concession, or provide other incentives of equivalent financial value based on the land cost per dwelling unit.

**Objective:** Adopt a density bonus ordinance to facilitate affordable housing.

**Responsible Agency:** Community Development Department

**Funding:** General Fund

**Timeline:** End of 2005

#### **9.7 REGULATORY AND FINANCIAL INCENTIVES**

The City also facilitates the development of affordable housing through a number of tools including density bonuses, minimal fee requirements (no impact fees), and PUD development standards. The “Villa”, a 31 unit housing development, was developed under a PUD that permitted narrow lots and reduced setbacks. However, multi-family housing in excess of five units requires a conditional use permit. The City will continue to provide regulatory and financial assistance to facilitate and encourage the development of housing affordable to very low, low, and moderate income households.

**Objective:** Continue to defer/reduce fees and expedite processing for affordable housing. Annually evaluate conditional use applications for multi-family residential projects to determine the impact on the timing, cost, and supply of multi-family housing. If the process constrains multi-family development, adopt mitigation, which could include eliminating the conditional use process, within 6 months.

**Responsible Agency:** Community Development Department

**Funding:** General Fund

**Timeline:** Annually evaluate the impact of the conditional use process as part of the general plan progress report required under Government Code Section 65400.

#### **9.8 FIRST TIME HOMEBUYER PROGRAM**

The City provides housing assistance to new homebuyers through its First Time Homebuyer Program. Up to \$30,000 in housing assistance in the form of a low interest second mortgage loans is provided to qualified very low and low income homebuyers. While the Program is currently funded by HOME, a revolving fund has been set up that utilizes repayments of prior Agency-assisted second mortgage loans to fund new loans.

**Objective:** Offer 10-12 loans per year. Conduct outreach to major employers (e.g., hospital, school district, and prisons) regarding the availability of the program.

**Responsible Agency:** Community Development Department

**Funding:** HOME and revolving loan fund

**Timeline:** Ongoing

#### **9.9 RDA CLOSING COSTS ASSISTANCE PROGRAM (*in development*)**

The RDA Closing Costs Assistance Program is designed to assist moderate income families to purchase a home. This program is designed to assist families that do not qualify for the HOME-funded First Time Homebuyer Program. The objective of the program is to assist households up to \$5,000 with the closing costs of purchasing a new home. The City will actively work with major employers in Corcoran, including prisons, and provide publications and advertisements, to ensure that they are aware of the program.

**Objective:** Initiate new program and assist 10 households annually. Conduct outreach to major employers (e.g., hospital, school district, and prisons) regarding the program.

**Responsible Agency:** RDA

**Funding:** RDA Funds

**Timeline:** Initiate program by 2004

#### **9.10 NEW CONSTRUCTION PROGRAM/INFILL LOTS (*in development*)**

The purpose of the New Construction Program is to provide financing to low, first-time homebuyers for construction of affordable housing. Thirty-year fixed rate home loans up to \$85,000 will be provided with a five percent interest rate. Applicants must provide a minimum of \$1,000 down payment and must attend a two-hour home ownership workshop. City funds are used to purchase infill lots in existing neighborhoods and finance the construction of affordable single-family residences.

**Objective:** Initiate program and assist construction of five affordable single-family homes.

**Responsible Agency:** Community Development Department and RDA

**Funding:** RDA Funds

**Timeline:** Initiate program by 2004

#### **9.11 PURCHASE AND REHABILITATION HOMEOWNERSHIP PROGRAM (*in development*)**

The purpose of the Purchase and Rehabilitation Homeownership Program is to improve the condition of housing for families that live in substandard or overcrowded conditions and assist very low and low income families purchase quality homes. The City will provide a zero percent deferred loan to assist homebuyers purchase and rehabilitate a substandard home. Applicants must provide a \$1,000 down payment and must attend a home ownership

education workshop. The City will advertise the program in local newspapers and create English and Spanish flyers advertising the program.

**Objective:** Initiate program. Conduct outreach to major employers (e.g., hospital, school district, and prisons) regarding the program.

**Responsible Agency:** Community Development Department and RDA

**Funding:** RDA Funds and CDBG Funds

**Timeline:** Initiate program by 2004

#### **9.12 SECTION 8 RENTAL VOUCHER**

Administered by the Kings County Housing Authority, Corcoran will continue to participate in the Section 8 rental assistance program. The Section 8 rental assistance program provides rental subsidies to very low income households that spend more than 30 percent of their income on rent. The rent subsidy is the difference between 30 percent of the monthly income and the allowable rent determined by the federal government. Currently, 69 households in Corcoran receive Section 8 assistance.

**Objective:** Assist the Housing Authority in promoting the Section 8 program.

**Responsible Agency:** Community Development Department, County Housing Authority

**Funding:** HUD

**Timeline:** Ongoing

#### **9.13 AFFORDABLE HOUSING ASSISTANCE**

The City promotes affordable housing through its many programs - home ownership assistance, rehabilitation assistance, new construction/infill, and closing costs programs. The City receives CDBG and HOME funds for much of its program activities. Affordable housing is being developed under existing zoning and development standards, although in some cases the City provides financial assistance and regulatory incentives for affordable projects. To continue supporting affordable housing production, the City will undertake several actions.

**Objective:** Seek applicable grants under Proposition 46 and federal sources, provide an inventory of housing sites to interested developers, adopt a local density bonus ordinance, and continue to pursue housing production and rehabilitation with nonprofits.

**Responsible Agency:** Community Development Department

**Funding:** Local, state, and federal funds

**Timeline:** Ongoing

#### **9.14 EMERGENCY SHELTERS AND TRANSITIONAL HOUSING**

State law requires jurisdictions to provide adequate sites for a variety of housing types including emergency shelters and transitional housing. The Corcoran Zoning Ordinance conditionally permits transitional housing in several commercial zones, but does not directly address the siting of emergency shelters. Corcoran will conditionally permit emergency shelters in the C-S zone. This zone is appropriate given the types of residential uses allowed (SROs and transitional housing) and is near major thoroughfares, transit access, and service facilities. The conditional use permit will facilitate compatibility of such facilities with adjacent land uses and require the same findings as other special needs housing.

**Objective:** Amend the Zoning Ordinance to permit emergency shelters in the C-S zone pursuant to a conditional use permit.

**Responsible Agency:** Community Development Department

**Funding:** General Fund

**Timeline:** Revise Ordinance by end of 2004

#### **9.15 FARMWORKER AND EMPLOYEE HOUSING**

The Corcoran Zoning Ordinance permits mobile homes, as farm employee housing and conditionally permits farm employee housing in excess of five units in the A-zone. Farmworkers receive the majority of homeownership and home rehabilitation loans each year and occupy a large share of assisted multi-family units in Corcoran. Corcoran also supported the development of the Whitely Avenue project. To further assist farmworker housing needs, the City will:

**Objectives:**

Amend the Zoning Code to incorporate Section 17021 of the Health and Safety Code

Develop an inventory of suitable sites for farmworker housing

Assist interested developers by identifying sites and supporting funding applications

Provide, to the extent feasible, regulatory and financial incentives; and

Ensure that zoning and development standards facilitate farmworker housing

**Responsible Agency:** Community Development Department

**Funding:** General Fund

**Timeline:** Provide site inventory by 2004 and amend Zoning Code by 2005

#### **9.16 HOUSING FOR DISABLED PERSONS**

SB520, effective 2002, requires jurisdictions to analyze and remove potential constraints to housing for persons with disabilities. The City conducted an analysis of its zoning and land use processes, permitting processing procedures, and building codes to identify impediments. Several impediments were found with respect to permitting land uses. With respect to land uses, the City needs to amend the Zoning Code for residential care facilities, emergency

shelters, and employee housing. The City Zoning Ordinance also contains an occupancy standard defining families by number of occupants.

**Objective:** Amend the Zoning Ordinance to permit residential care facilities serving six or fewer persons and employee housing by right in residential zones, conditionally permit emergency shelters in the C-S zone, and revise the definition of a family. Continue to review City ordinances, policies, and practices and remove impediments when found.

**Responsible Agency:** Community Development Department and Corcoran City Council

**Funding:** General Fund

**Timeline:** 2004

#### **9.17 PROMOTE EQUAL HOUSING OPPORTUNITIES**

Corcoran currently refers fair housing complaints to HUD and the Tulare/Kings County Legal Aid Foundation. However, other communities within Kings County refer fair housing complaints to different agencies. Therefore, it may be confusing to residents to know the appropriate agency to handle fair housing complaints or issues.

**Objective:** Corcoran will coordinate with Kings County to select a local fair housing agency to provide landlord/tenant mediation services and fair housing investigations. The City will develop a fair housing brochure in Spanish and English or acquire one from a local fair housing provider. To broadly disseminate information, the City will distribute the brochure at the City Hall, library, post office, and appropriate shopping areas.

**Responsible Agency:** Community Development Department

**Funding:** General Fund

**Timeline:** Ongoing

