

City of Corcoran 2005-2025 General Plan

Public Review Draft: June 26, 2014



City of Corcoran 2005-2025 General Plan

Public Review Draft: June 26, 2014

The work upon which this publication is based was funded in whole through a grant awarded by the Strategic Growth Council.

Disclaimer

The statements and conclusions of this report are those of the GRANTEE and/or Subcontractor and not necessarily those of the Strategic Growth Council or of the Department of Conservation, or its employees. The Strategic Growth Council and the Department make no warranties, express or implied, and assume no liability for the information contained in the succeeding text.





Table of Contents

1	INTRODUCTION	1-1
2	LAND USE ELEMENT	2-1
3	CIRCULATION ELEMENT	3-1
4	NOISE ELEMENT	4-1
5	SAFETY ELEMENT	5-1
6	OPEN SPACE.....	6-1
7	AIR QUALITY ELEMENT	7-1
8	COMMUNITY DESIGN ELEMENT	8-1
9	PUBLIC SERVICES AND FACILITIES ELEMENT	9-1
10	ECONOMIC DEVELOPMENT ELEMENT	10-1

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 SOI 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 polices 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.

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.

GENERAL PLAN LAND USE DESIGNATIONS

This section describes the General Plan Land Use designations for Corcoran. The land use designations are intended to help implement the future vision of Corcoran, as reflected in the objectives, policies, and standards of this General Plan, while also providing flexibility for landowners. Figure 1-1 maps the locations of the land uses designations. The land use designations described in this Element establish the types and intensity or density of uses allowed on each parcel.

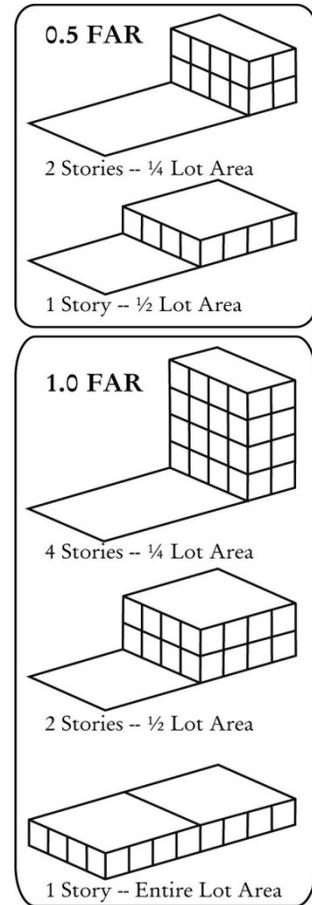
Standards of building intensity for non-residential uses are stated as maximum *floor-area ratios (FAR)* based on gross acreage. FAR is a ratio of the gross building square footage permitted on a lot to the gross square footage of the lot. For example, on a site with 10,000 square feet of land area, a FAR of 1.0 will allow 10,000 gross square feet of building floor area to be built. On the same site, a FAR of 2.0 would allow 20,000 square feet of floor area. This could take the form of a two-story building with 100 percent lot coverage, or a four-story building with 50 percent lot coverage. A FAR of 0.4 would allow 4,000 square feet of floor area.

The objectives, policies, and standards contained in this Element provide additional direction on how the various land use designations should be developed to contribute to the overall character of and vision for Corcoran. These designations are also implemented through the zoning districts applied in the Zoning Code. More than one zoning district may be consistent with a single General Plan land use designation.

Residential

There are five residential land use designations that establish the range of densities at which housing can be built in Corcoran. The residential densities described below are given as a range of units per net acre – the amount of land area, prior to any dedications for public use, health, and/or safety purposes. The number of units permitted may be further modified by the zoning district, and any applicable overlay district.

- **Very Low Density Residential.** This designation provides opportunities for large lot residential dwellings, up to 2 units per acre. One half-acre lots 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. Very Low Density Residential development (6 persons per acre – up to 2 dwelling units per gross acre) shall be directed to areas where:



Examples of floor-area ratio (FAR) and building coverage.

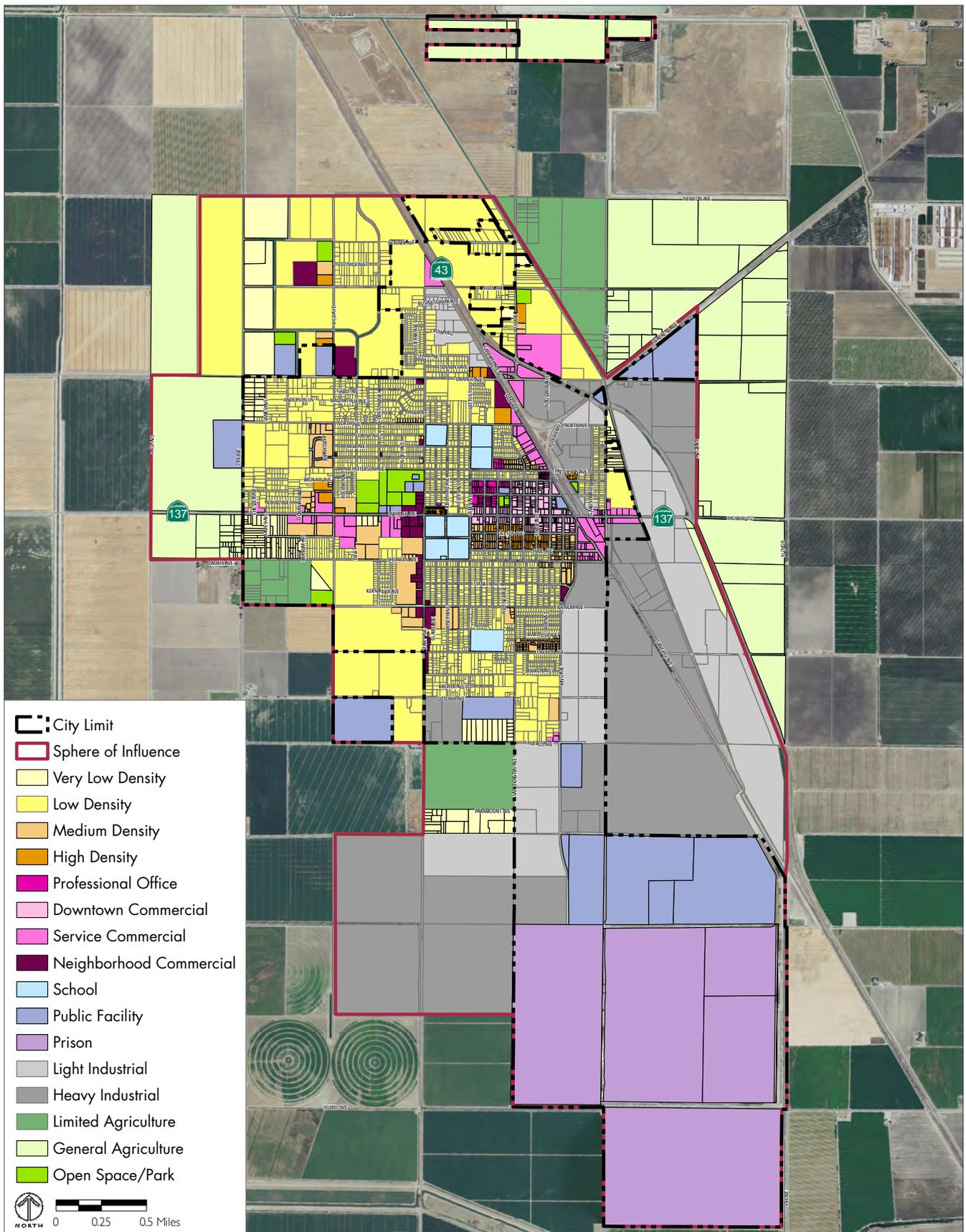


Figure 1-1 General Plan Land Use Map

- 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.
- **Low Density Residential.** 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 zoning 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.
 - **Medium Density Residential.** 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.
 - **High Density Residential.** 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.

Commercial

- **Professional Office.** This designation is intended to provide areas for professional and nonretail commercial offices and businesses, while protecting offices from noise, disturbances, traffic hazards, and potentially incompatible land uses, which could adversely affect professional and business practices. The FAR is generally limited to 0.6.
- **Downtown Commercial.** This designation is intended to stabilize and expand the retail and commercial opportunities for businesses serving the community in the downtown core. A broad range of business opportunities are allowed in combination with residential uses. The FAR is generally limited to 2.0.
- **Service Commercial.** This designation is intended for establishments which use equipment, materials, and products, but which do not require manufacturing, assembling, packaging, or processing of articles or merchandise for distribution and retail sale. FAR is generally limited to 0.5.
- **Neighborhood Commercial.** This designation is intended to provide areas for retail and personal service facilities that serve the day-to-day needs of residential neighborhoods. The FAR is generally limited to 0.5.

Industrial

- **Light Industrial.** This designation is intended to provide areas for light industrial and heavy commercial land uses with little potential to create noise, odor, vibration, or other similar impacts to adjacent uses and surrounding areas. The FAR is generally limited to 1.0.
- **Heavy Industrial.** This designation is intended to provide areas for a full range of industrial land uses, including operations that necessitate the storage of hazardous or unsightly materials, or which produce dust, smoke, fumes, odors, or noise at levels that would affect surrounding uses. The FAR is generally limited to 2.0.

Other Classifications

- **School.** Existing and proposed private and public elementary, junior high, and high schools are included in this category.
- **Public Facility.** This designation includes public facilities, medical facilities, and other, large institutions, and utilities.

- **Prison.** This designation includes the California State Prison, Corcoran and the California Substance Abuse Treatment Facility and State Prison, Corcoran.
- **Limited Agriculture.** This designation is intended to permit part-time agricultural uses, usually operated as a hobby. Agricultural products grown on-site may be sold on the premises. One residential unit per gross acre is permitted within this designation.
- **General Agriculture.** This designation is intended to provide space for predominantly open uses of land that are not injurious to agricultural uses, but that may not be harmonious with urban uses near the city’s boundaries, acting as a buffer between the more intensive agricultural uses of the General Agricultural District of Kings County and more urban uses. This designation allows for the continuation of Agricultural Preserve Contracts within the city.
- **Open Space/Park.** The Open Space/Park designation is intended to provide for public parks and permanent open spaces in areas of the community that exhibit significant vegetation, scenic qualities, wildlife or recreation potential, and that are designated as open space or school sites by the General Plan.

GOALS, OBJECTIVES, AND POLICIES

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.

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. Develop design review standards 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 in accordance with the Commercial and Streetscape Design Guidelines.
- 1.4. Further develop existing gateways and 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.

Gateways and entryways to be considered are shown on Figure 1-2 and should include:

Current Gateways:

North:

SR43/Sante Fe

South:

SR43/Whitley

Future Gateways:

North:

SR43/Nevada Avenue

South:

SR43/Plymouth

West:

Whitley Avenue/7th 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.

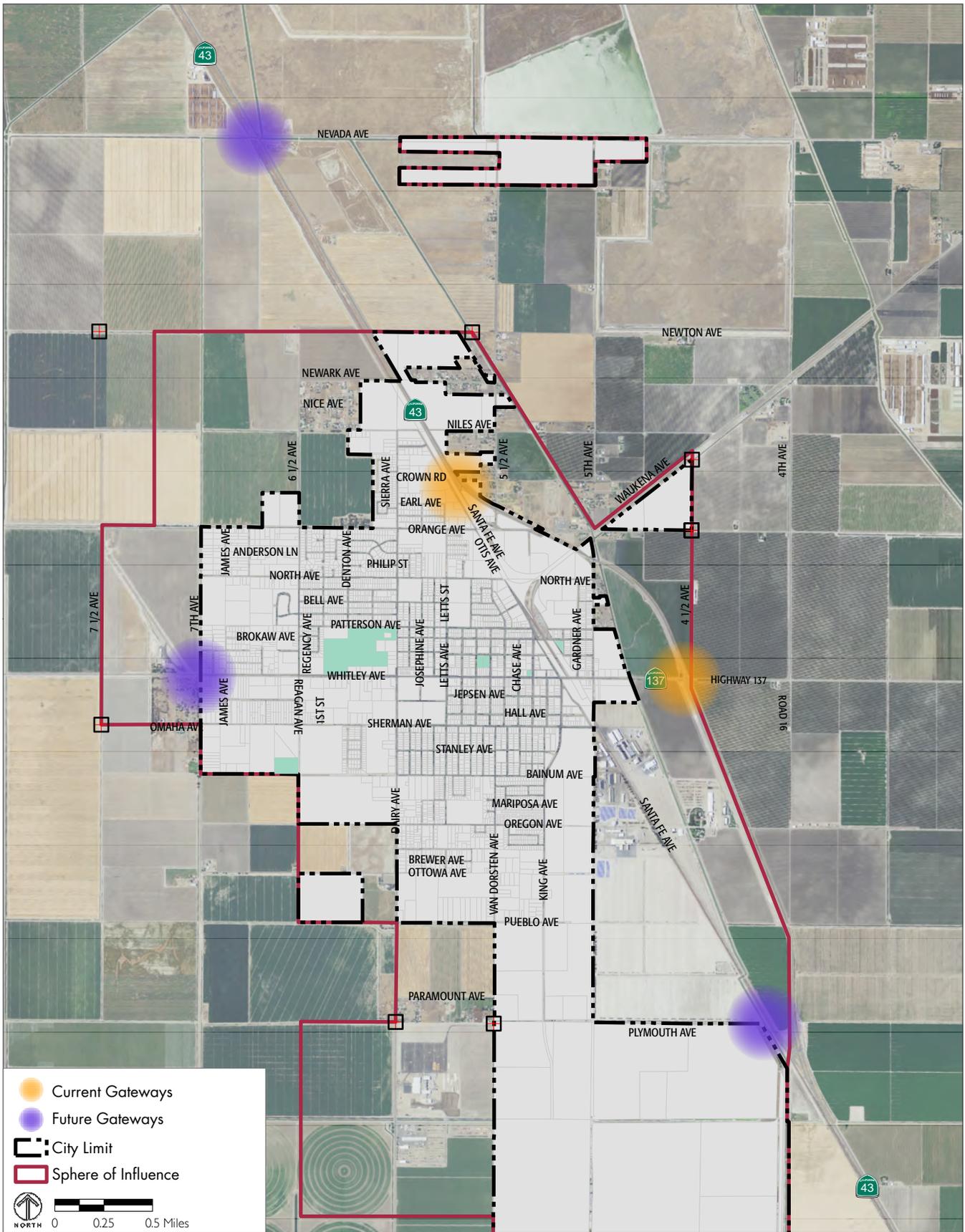


Figure 1-2 Existing and Future Gateways

- 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. 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.
- 1.8. 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.
- 1.9. Designate an adequate amount of residential land in the General Plan for a 30-year supply of single-family and multifamily land uses.
- 1.10. 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.
- 1.11. 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.
- 1.12. Encourage the distribution of low, moderate, and above moderate income housing throughout the community.
- 1.13. 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.

- 1.14. 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 the appropriate General Plan Land Use designation.
- 1.15. 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.
- 1.16. 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.
- 1.17. Encourage higher density residential development near employment centers, commercial development and parks.
- 1.18. Promote and protect single-family areas in the downtown 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. Encourage redevelopment of underutilized and vacant structures and property within the City limits by both private and public entities.
- 1.21. Provide expedited permit processing for rehabilitation/infill development applications.

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

- 1.22. Ensure that future commercial development is concentrated in shopping districts (i.e. areas designated as Neighborhood Commercial, Service Commercial, Downtown Commercial, highway Commercial, and Central Commercial) and pedestrian/transportation nodes to discourage expansion of new strip commercial development in inappropriate areas.
- 1.23. Prioritize the development of commercial land on the north and south sides of the community along Whitley Avenue.
- 1.24. 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.
- 1.25. 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.
- 1.26. Encourage the integration of Neighborhood Commercial uses into neighborhoods by:

-
- De-emphasizing the use of walls as buffers where they create barriers to pedestrian access.
 - Discouraging continuous block walls.
 - Creating pedestrian access points, offsets, landscaping pockets, and openings no less than every 500 feet
- 1.27. 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.
- 1.28. 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.

- 1.29. Designate Neighborhood Shopping Centers with a major grocery store as an anchor which shall serve one square mile residential area. Neighborhood Shopping Centers shall be located at the corner of arterial/arterial or arterial/collector intersections on sites of up to 15 acres. Neighborhood Shopping Centers shall be located no closer than approximately one mile from other Neighborhood Shopping Centers, existing grocery stores, or from General Plan-designated community centers.

The Neighborhood Shopping 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.

- 1.30. 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.
- 1.31. Promote visitor-serving commercial areas 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.

- 1.32. 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.
- 1.33. Encourage implementation of the Commercial Design Guidelines and Streetscape Standards for new commercial development or rehabilitation.

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

- 1.34. Promote a mix of industrial uses that provide the City with a sound, diverse industrial base.
- 1.35. 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.
- 1.36. Prohibit industrial development from creating significant off-site circulation, noise, dust, odor, visual, and hazardous materials impacts that cannot be adequately mitigated.
- 1.37. Require the preparation of a specific plan for industrial areas to provide for an adequate mix of parcel sizes, identification of needed infrastructure, transportation routes and development of guidelines for future annexations.
- 1.38. Encourage industries which demonstrate minimum air and water quality impacts and discourage industries where air and water quality impacts cannot be offset to achieve a high-quality natural environment
- 1.39. Work with 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.
- 1.40. Locate new school sites 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

- 1.41. Update the water, wastewater and storm drainage master plans, and any other specific or master plans related to infrastructure development on a periodic basis.
- 1.42. Monitor the need for law enforcement, fire and other emergency services personnel as the City grows.
- 1.43. Continue to implement a recycling and source reduction program to promote recycling.
- 1.44. Continue to plan and provide efficient public safety and leisure/cultural facilities and services for the community.

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.
- C. Provide recreation opportunities near schools.
- D. Promote schools as focal points for neighborhood areas and as planning elements for new growth areas.



POLICIES AND STANDARDS

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

	Elementary School	Middle School	High School
Description	Facilities for 500 to 750 students in grades K - 5.	Facilities for 700 to 1,000 students in grades 6 - 8.	Facilities for 1,000 to 1,400 students in grades 9 - 12.
Location	<ul style="list-style-type: none"> • Interior residential areas at a collector/local intersection. • Additional street frontage is desired for transition area to adjacent residences. • Abuts neighborhood 	<ul style="list-style-type: none"> • Residential areas with central location for surrounding elementary schools at collector/collector or collector/local intersections. • Additional local street 	<ul style="list-style-type: none"> • Arterial-collector intersection with additional frontage on two other streets.

	Elementary School	Middle School	High School
	<p>park with adjacent development backing or siding onto school.</p> <ul style="list-style-type: none"> • Maximize pedestrian and bicycle access and on/off circulation. 	<p>frontage desired for transition to adjacent residential areas.</p> <ul style="list-style-type: none"> • Maximize pedestrian and bicycle access and on/off-site circulation. 	
Service Area	1/2-mile radius to serve 5,000 to 8,000 students.	Approximately six elementary schools.	Coincides with district service boundaries.
Site Area	15 to 20 acres	25 to 30 acres	50 to 60 acres
Facilities	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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.

- 1.46. 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.
- 1.47. Discourage and restrict commercial development that conflicts with school facilities.
- 1.48. Restrict development of High Density Residential complexes abutting school sites.
- 1.49. Work with the school district and other area schools to develop and administer land use planning curriculum.
- 1.50. 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.

- 1.51. In considering development proposals which have the potential to affect school capacity, 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.
- 1.52. Work with the School District to implement the recommendations of the Safe Routes to School Plan.

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

- 1.53. Prioritize the 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.
- 1.54. Identify and use natural and man-made edges, such as local roadways, as urban development limits for growth phasing lines.
- 1.55. Utilize low density and rural residential land uses as a buffer and transition between long-term agricultural uses and higher density urban development.
- 1.56. Encourage the use of parks and open space to enhance gateways to the City.
- 1.57. 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.

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

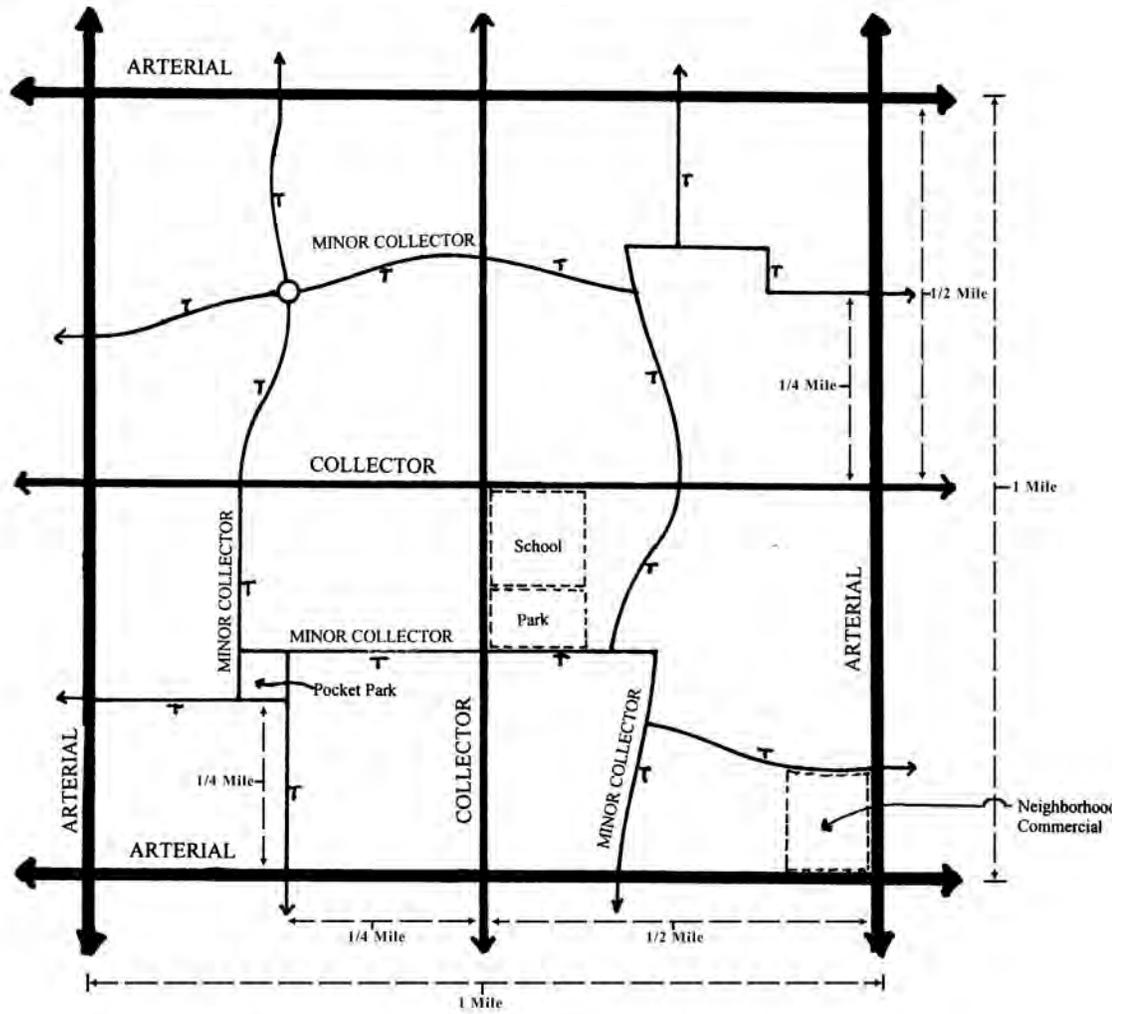
- 2.1 Periodically evaluate the adequacy of traffic impact fees for providing sufficient funding for circulation network improvements necessitated by planned future growth.
- 2.2 Accommodate the transportation needs of all users, regardless of age or ability, including bicyclists, pedestrians, children, persons with disabilities, seniors, and public transit users when planning, designing, and developing transportation improvements.
- 2.3 Incorporate features such as bus shelters, bicycle storage, bicycle racks and park and ride lots into the design of public and private development projects.
- 2.4 Designate a network of bicycle routes providing safe passage throughout the City; establish linkages between schools, parks and the designated bikeway.
- 2.5 Prioritize installation of bike and pedestrian facilities and include those recommendations in the Capital Improvement Program on an annual basis.
- 2.6 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.
- 2.7 Provide additional landscaping, including street trees, along existing roadways. Utilize reclaimed water where feasible to irrigate roadway landscaping.
- 2.8 Allocate budget for traffic improvements in the Capital Improvement Program each fiscal year.



-
- 2.9 Avoid over-designing streets, including streets that are too wide for projected traffic volumes, to save lives, property and money.
 - 2.10 Require streets to be designed and constructed to promote energy efficiency.
 - 2.11 Ensure all crosswalks provide curb ramps in compliance with the Americans with Disabilities Act (ADA) requirements.
 - 2.12 Minimize street widths to reduce housing production costs and City maintenance costs. Where appropriate, incorporate private streets and other design features to reduce street construction costs into new subdivisions.
 - 2.13 Require Lighting and Landscape Districts and other mechanisms, when needed, for the maintenance and operation of new appurtenances to residential streets.
 - 2.14 Require local streets in new residential subdivisions to be aligned, to the maximum extent possible, in an east-west orientation.
 - 2.15 Require all new Local streets and Minor Collectors to 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.
 - 2.16 Keep local residential streets at a curb-to-curb width of 32 - 36 feet and provided with shade to prevent excessive heat build-up.
 - 2.17 Design the street network with multiple connections and relatively direct routes for pedestrians and bicyclists, as well as motorists.
 - 2.18 Require residential streets to 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.
 - 2.19 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.
 - 2.20 Encourage through-streets and Collectors or Arterials to be no more than over a half-mile apart.
 - 2.21 Limit short streets, trees, on-street parking, tee intersections, use of terminating vistas and traffic calming devices to reduce vehicle speed.
 - 2.22 Use traffic calming measures to keep speeds on local streets down to 25 mph. (See Table 2-1)
 - 2.23 Require streets to be designed in accordance with projected traffic volumes and city-adopted level of service standards. Oversized streets shall be discouraged.

-
- 2.24 Encourage connectivity to encourage and provide vehicular and non-vehicular circulation within a neighborhood without exclusive reliance on perimeter Collectors and Arterials.
 - 2.25 Develop and dedicate the right-of-way for the circulation system to the appropriate extent when a property is developed or divided.
 - 2.26 Require street widening and right-of-way acquisition in existing developed areas with safety issues, such as higher accident rates, or marked decline in overall levels of service.
 - 2.27 Design Minor Collectors, which 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. Additionally, avoid creating four-way intersections, when possible.
 - 2.28 Dedicate Minor Collector streets to provide access to traffic generating land uses, such as schools, hospitals, shopping and recreation areas.
 - 2.29 Designate Arterials to provide cross-town, through-town, and inter-city traffic. Discourage frequent drive approaches, where possible, to facilitate traffic flow and reduce potential traffic conflicts and hazards.
 - 2.30 Prohibit direct access (driveways) to individual dwelling units from Arterials, as well as from Collector streets with projected traffic volumes at full build-out in excess of 2,000 average daily trips.
 - 2.31 Prohibit overnight truck (tractor-trailer) parking in residential areas, or other areas that are deemed inappropriate.
 - 2.32 Encourage passive traffic calming features, in accordance with Table 2-1. Passive traffic calming features, such as increased road curvature, narrowed road widths, street offsets, and other built-in features. These are preferred over roadway obstructions, such as speed humps or tables, chicanes, barriers, diverters, or traffic islands.
 - 2.33 Ensure all Minor Collectors and Local streets do 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 by creating one-way traffic flow, installing traffic diversion devices, and/or using 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 is 25 percent in excess of the volume that would be expected from land uses directly served by these streets.

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

- 2.34 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.

2.35 Discourage the use of cul-de-sacs in new development. Exceptions include:

- A cul-de-sac shall be constructed on all permanent dead-end streets. Cul-de-sac lengths shall not exceed 600 feet.
- Temporary cul-de-sacs may be permitted on streets planned for extension.

Arterial Streets

2.36 Build Arterials at a typical separation of one (1) mile with a typical right-of-way of 116-124 feet which includes a median, landscape strip, and sidewalk, as shown in Figures 2-1 and 2-2.

2.37 Arterial Street Standards.

- a. Locate driveway access to major activity centers away from adjacent intersections of Collector or Arterial streets to avoid traffic conflicts.
- b. Limit the distance between driveways along commercially developed Arterials in order to provide adequate ingress/egress and merging and weaving operations.
- c. Locate driveways to major activity centers on adjacent Collector streets rather than on Arterial streets, where possible.
- d. Prohibit single-family residential driveways along Arterials. Allow access to these properties only from Local streets or Minor Collectors.
- e. Ensure that driveways for special commercial facilities (such as service stations) near intersections are not serviced by median breaks and are located far enough away from intersecting right-of-ways to provide safe traffic operations.
- f. Provide access to Collector streets and to major activity centers with median breaks located an adequate distance away from adjacent intersections with Arterials or other Collectors.
- g. Require landscaping on Arterials in accordance with Figure 2-2.
- h. Ensure the transportation system is planned to minimize social and economic disruptions to the neighborhoods. Design Arterials to skirt residential areas.

Collector Streets

2.38 Build Collectors 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.

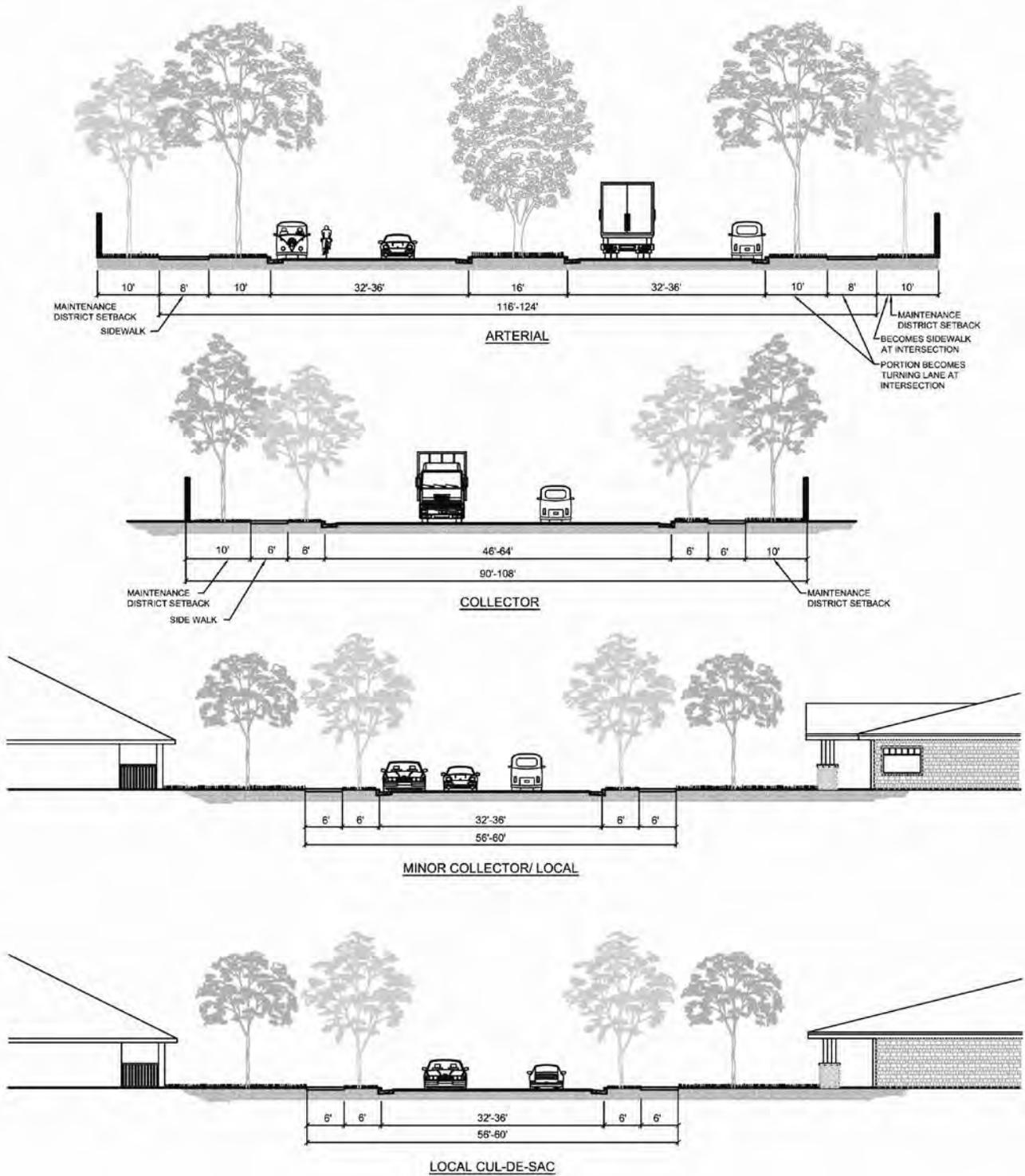


Figure 2-2
Street Standards

2.39 Collector Street Standards.

- a. Locate driveway access to major activity centers at an adequate distance from adjacent Collector or Arterial intersections.
 - b. Limit the distance between driveways and intersecting local streets in order to provide adequate ingress and egress.
 - c. Consolidate driveways to residential property along Collectors, where possible.
 - 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. Require landscaping on Collectors in conformance with Figure 2-2.
- 2.40 Design streets for a level of traffic that will not cause a detrimental impact on adjacent land uses.
- 2.41 Eliminate unnecessary cross-traffic conflicts to improve the traffic flow along Arterials and Collectors. Install raised medians as required to restrict unsafe turning movements.
- 2.42 Include up to four lanes for through traffic on Collectors with an optional median for left turn access to Local streets and adjacent land uses. Provide on-street parking where street capacity does not require left turns or four through lanes.
- 2.43 Build Arterials and Collectors in areas of existing development to standards consistent with a policy of reducing impacts on adjacent properties.
- 2.44 Encourage Arterials and Collectors to form four-leg, right-angle intersections to avoid jog, offset, and skewed intersections of major streets, where possible.
- 2.45 Locate sidewalks, paths, and appropriate crosswalks to facilitate access to all schools and other areas with significant pedestrian traffic. Develop pedestrian paths to allow for unobstructed pedestrian flow from within a neighborhood, where feasible.
- 2.46 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.
- 2.47 Provide adequate access to high intensity land use areas, such as employment centers, shopping areas, and recreation facilities.

- 2.48 Plan future commercial developments or modifications to existing developments with limited points of ingress and egress onto a major street to minimize traffic congestion.
- 2.49 Minimize left-hand movements into and out of commercial areas and consolidate existing points of ingress and egress, where possible.

Minor Collectors

- 2.50 Use Minor Collectors to provide access within neighborhoods and major activity centers in a safe and efficient manner, as shown in Figure 2-1.
- 2.51 Minor Collectors Standards.
 - a. Design Minor Collectors to connect neighborhoods to schools, parks, or other facilities without exclusive reliance on Arterials or Collectors, as shown in Figure 2-1.
 - b. Design Minor Collectors to be 56-60 feet, in accordance with Figure 2-2.
 - c. Provide Minor Collector offsets, 125 to 200 feet in length, at least every 1,320 lineal feet (1/4 mile). Build streets with gentle curves to achieve a 25 mph design speed. Provide other traffic calming features in accordance with Table 2-1, if necessary to achieve the desired design speed.

Local Streets

- 2.52 Design Local Streets in accordance with adopted standards and right-of-way widths, in conformance with Figure 2-2.
 - a. Permit the use of 56- to 60-foot Local streets (32-26 feet curb to curb) in cul-de-sacs or other neighborhoods where traffic volumes 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. Encourage the majority of streets to either curve or terminate so that no street vista is longer than 500 feet.
 - d. Use traffic calming features, such as curb extensions, traffic circles and medians, to encourage slower traffic speeds, in accordance with Table 2-1.
 - e. Align Local streets to form three-way intersections, where possible, in order to create inherent right-of-way assignment and to reduce accidents without the use of traffic controls.
 - f. Prohibit curb cuts for driveways to individual residential lots along Arterial streets. Limit curb cuts to intersections with other streets or parking areas for commercial,

civic, or multi-family uses. Maintain clear sight triangles at intersections, unless controlled by traffic signal devices.

- g. Improve pedestrian accessibility from adjacent residential neighborhoods with through-block connections or other linkages, including access roads, open-ended cul-de-sacs, pedestrian paths, or bike and emergency access routes, where feasible. Ensure linkages abut Collectors or Arterials no closer than every 600 feet.

- 2.53 Amend the Subdivision Ordinance, Zoning Ordinance, and other applicable City codes and ordinances to include standards to address the policies and objectives of the Circulation Element.

Parking and Onsite Circulation

- 2.54 Use landscaping and tree plantings to soften the impact of expansive parking areas in all land use designations, as prescribed in the City Zoning Ordinance.
- 2.55 Maintain street tree lines and landscaped buffers between parking surfaces and street right-of-ways.
- 2.56 Facilitate and encourage adequate parking throughout the community, including in all commercial areas.
- 2.57 Encourage shared parking in the Central Business District.
- 2.58 Provide adequate on-site parking for the on-site uses of all new development, except as designated in the Downtown.

Pedestrian and Bicycle Modes

- 2.59 Continue to support existing programs and pursue new programs for sidewalk construction in existing developed areas where sidewalks do not exist. Monitor bicycle accidents and establish new bicycle paths and lanes, needed.
- 2.60 Provide safe, aesthetic, and pleasant spaces for pedestrians.
- 2.61 Widen sidewalks above the minimum established Improvement Standards where intensive commercial, recreation, or institutional activity is present and where residential densities are high.
- 2.62 Ensure convenient and safe pedestrian crossings.
- 2.63 Provide pedestrian and bicycle access on Local streets and Minor Collectors to enable pedestrians to have access through a neighborhood to shopping areas, transit stops, schools, and other such facilities.

- 2.64 Locate sidewalks, pedestrian paths, and appropriate crosswalks to facilitate access to all schools and other areas with significant pedestrian traffic. Develop pedestrian paths to allow for unobstructed pedestrian flow from within a neighborhood, where feasible.
- 2.65 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 for access to transit vehicles operating on an Arterial or Collector Street.
- 2.66 Promote safe, convenient, and accessible pedestrian access ways within the community, except where there is no demonstrated need, such as in industrial and rural residential areas.
- 2.67 Encourage the inclusion of greenbelts and common open space for pedestrian use within residential development areas.
- 2.68 Require Collectors, 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.
- 2.69 Provide Class I or Class II bike routes on Arterials by widening the street or eliminating on-street parking, where possible.
- 2.70 Design bicycle and pedestrian paths to minimize interaction with vehicular traffic.
- 2.71 Require the provision for safe bicycle circulation in all new developments, including bicycle parking facilities and internal bicycle and pedestrian routes.
- 2.72 Provide for the safe and convenient use of the bicycle as a means of transportation and recreation.
- 2.73 Eliminate hazards on designated bikeways.
- 2.74 Prevent bicycle accidents by promoting bicycle safety education and improving traffic enforcement related to bicycle use.
- 2.75 Provide adequate and secure bicycle storage facilities at all governmental, commercial, and parks throughout the City.

Transit and Rail

- 2.76 Ensure choices among modes of travel and give priority to each mode when and where it is most appropriate.
- 2.77 Continue to provide incentives for the use of public transit.
- 2.78 Encourage and incentivize ride-sharing.

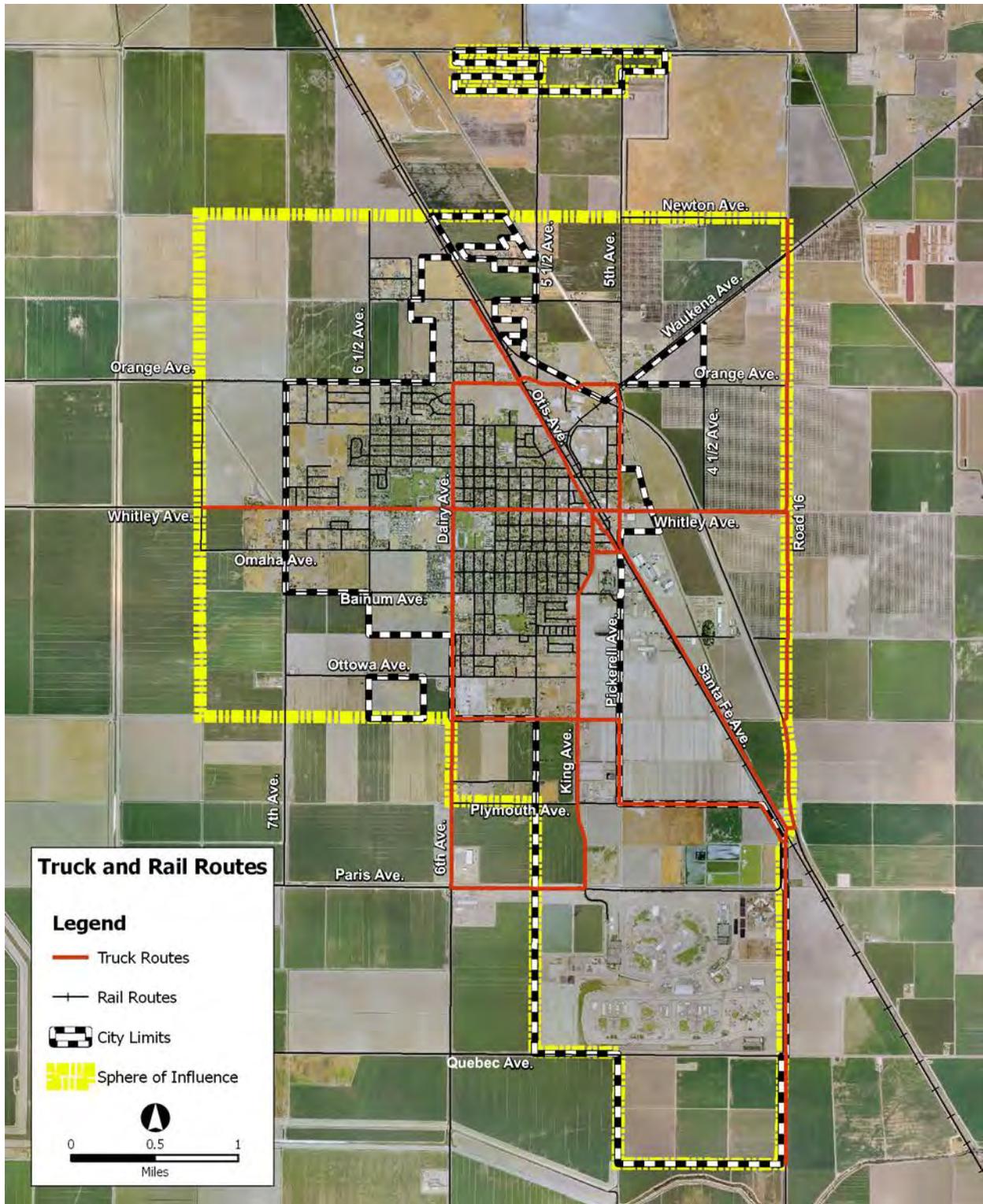
- 2.79 Improve the speed and efficiency of mass transit in the City and enhance the current status of the existing rail system, including connections to rail passenger service.
- 2.80 Ensure an efficient system by coordinating local and regional efforts between the independent transportation facilities. Provide maximum efficiency and transfers by closely locating and synchronizing the regional and local transit links
- 2.81 Coordinate the City's transit system with regional transit services.
- 2.82 Design Arterials and Collectors to allow transit vehicles to pull out of traffic. Implement this policy with either a continuous parking lane with bus stops or a special bus pull-out lane.
- 2.83 Prioritize public transportation systems that are responsive to the needs of commuters, especially the elderly, handicapped, and disadvantaged.

Truck Routes

- 2.84 Limit the City's Truck Routes to Arterials, as shown in Figure 2-3. Prohibit truck Routes on Local streets, Collectors, and Minor Collectors.
- 2.85 Discourage truck traffic along Whitley Avenue (in the downtown area) in order to facilitate and encourage pedestrian access to downtown.
- 2.86 Maintain established truck routes.
- 2.87 Encourage limiting new truck routes to Arterials and Collectors.
- 2.88 Encourage the construction of the City's Arterial Street system as part of the countywide network, and seek non-local funding for its construction.

Airport Facilities

- 2.89 Restrict residential development in the southeasterly approach zone within a horizontal distance extending approximately 3,000 to 4,000 feet southeast of the end of the runway.
- 2.90 Require the dedication of aviation easements as a condition of approving any development within the Airport Approach Zone.
- 2.91 Prohibit incompatible land uses that would diminish the existing operation and the future expansion of the Corcoran Airport.



TRUCK ROUTES

Figure
2 - 3

- 2.92 Use the Land Use Element of the Corcoran General Plan and the Corcoran Zoning Ordinance 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:

- Prohibit new residential construction;
- Prohibit new schools, churches, or other facilities that accommodate large groups of people;
- Ensure structure heights are in conformance with Federal Aviation Administration regulations; and
- Prohibit new structures 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:

- Prohibit the creation of new residential lots;
- Allow new single family residential construction on existing lots only on a case-by-case basis after evaluation for potential hazards;
- Prohibit the construction of new schools, churches, or other facilities that accommodate large groups of people;

- 2.93 Use the Comprehensive Airport Land Use Plan (CALUP), for the private airstrip on the east side of town, to 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.

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 Discourage noise sensitive land uses in noise impacted areas. Noise sensitive land uses include hospitals, residences, schools, churches, and other uses of a similar nature as determined by the Planning Director. Such projects shall incorporate 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.

- 3.3 Discourage industrial, commercial or other noise generating land uses 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 Enforce applicable State Noise Insulation Standards (California Administrative Code, Title 24) and Uniform Building Code (UBC noise requirements).
- 3.5 Require any new equipment and vehicles purchased by the City to comply with noise level performance standards consistent with the best available noise reduction technology.
- 3.6 Encourage noise control through thoughtful site design. Secondly, achieve noise control 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 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 Evaluate 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, for potential noise impacts from aircraft overflights based on the standards in the Kings County Airport Land Use Plan.

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 crises 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, tsunami, and seiche;
- Slope instability leading to mudslides and landslides;
- Subsidence and other geologic hazards;
- Flooding;

- Wildland and urban fires;
- Hazardous materials and waste; 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.

Floodplain Development Regulations

Regulation of development in known flood-prone areas, based on Federal Emergency Management Agency (FEMA) mapping and other information, is a key tool in reducing flooding risks to life and property. The key development regulations in known flood-prone areas are as follows:

- **Central Valley Flood Protection Plan.** According to California Government Code Sections 65302.9 and 65860.1, every jurisdiction located within the Sacramento-San Joaquin Valley, which includes Corcoran, is required to update its General Plan and Zoning Ordinance in a manner consistent with the Central Valley Flood Protection Plan (CVFPP) within 24 months after the CVFPP's adoption, which occurred in 2012. In addition, the locations of the State and local flood management facilities, locations of flood hazard zones, and the properties located in these areas must be mapped and consistent with the CVFPP. The planning area of the CVFPP is called the Systemwide Planning Area. Corcoran is not included within this area. The CVFPP also catalogs the State Plan of Flood Control, which is the collection of State and federal flood protection system in the Central Valley. None of the facilities within the State Plan of Flood Control are located in Corcoran.
- **AB 5, SB 5, SB 17, and AB 162.** In 2007, several State laws were passed to address flooding risks in California. AB 5 (Wolk), SB 5 (Machado), SB 17 (Florez), and AB 162 (Wolk) require that urban and urbanizing areas in the Sacramento Valley and San Joaquin Valley, such as Corcoran, achieve, or make adequate progress toward achieving, 200-year protection by the year 2015 in order to continue to approve development in the floodplain. Specifically, AB 162 requires that each local jurisdiction's Safety Element include 200-year floodplain maps. Maps must be based on the best available data on flood protection, including areas protected by State and federal project levees, and areas outside of these areas. As of the adoption of this General Plan in 2014, the 200-year floodplain for the Corcoran study area had not been mapped.

State legislation also requires a jurisdiction's Safety Element to include a Levee Flood Protection Zone map and an Alluvial Fan Floodplain Evaluation and Delineation map. However, because Corcoran is not within a Levee Flood Protection Zone, this Safety Element does not include such

a map. In addition, the Alluvial Fan Floodplain Evaluation and Delineation Map program only applies to counties within Southern California.

Flood Zones

FEMA issues Flood Insurance Rate Maps (FIRMs) that identify which land areas are subject to flooding. These maps provide flood information and identify flood hazard zones in the community. The design standard for flood protection is established by FEMA. FEMA's minimum level of flood protection for new development is the 100-year flood event, which is described as a flood that has a 1-in-100 chance of occurring in any given year. The most recent mapping of areas subject to flooding, shown in Figure 4-1 was prepared by FEMA in 2009. This shows the boundaries of the 100- and 500-year flood plains.

State Awareness Mapping Program

The purpose of the State Awareness Mapping project is to show flood hazards that are not mapped under FEMA's National Flood Insurance Program to give property owners and residents additional information about potential flood hazards. The State has deemed the areas mapped under the Awareness Mapping project as prone to flooding. This designation is advisory only and is not subject to federal or State regulation. At of the adoption of this General Plan in 2014, the State had not prepared an Awareness Floodplain Map for Corcoran.

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 Maintain City emergency preparedness procedures, 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 Require buildings to 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 Conduct City joint training exercises between local fire and law enforcement personnel to develop coordinated action in fire suppression, traffic and crowd control.

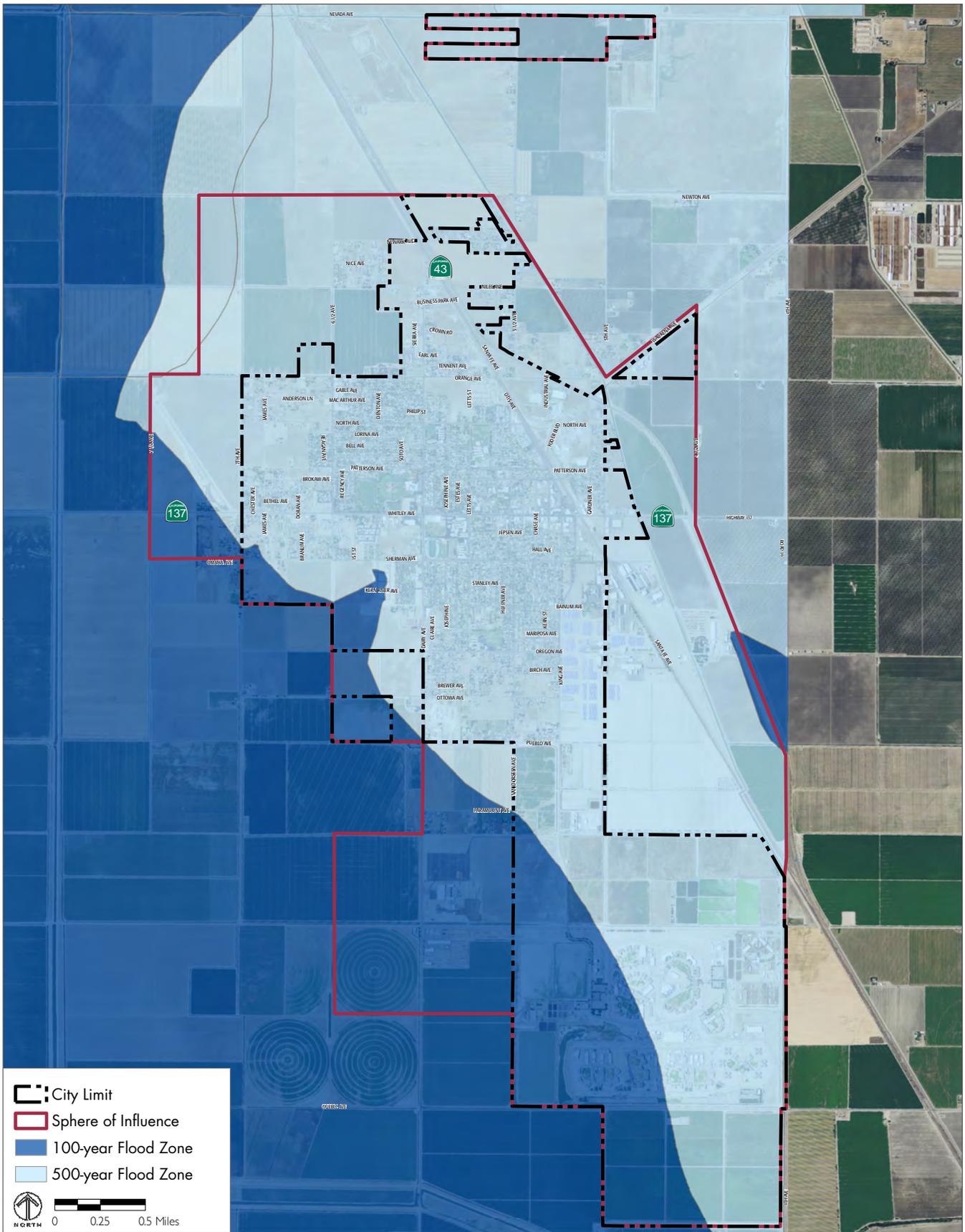


Figure 4-1 FEMA Flood Zones

-
- 4.4 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 Require establishing 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 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 Maintain a fire service response goal of five minutes from “tone-out” to arrival on scene.
- 4.8 Maintain a reliable water supply system that meets the fire protection needs of the community.
- 4.9 Enforce the municipal code as it pertains to the abatement of fire hazards related to existing buildings, structures, and weed control.
- 4.10 Support local, State and federal programs designed to inform and educate the public concerning fire prevention and suppression.
- 4.11 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 Encourage the installation of fire safety devices in all residences and require such installation at the time of original construction, remodeling or expansion.
- 4.13 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 residential units.

- 4.14 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, require the implementation of 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 Update the storm drain master plan every few years to include planned growth areas and require that development conform to it.
- 4.17 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 Establish appropriate development fees to help fund the cost of protecting new development placed into the area protected by the levee system in the event that levee monitoring indicates that additional construction, repair, rehabilitation, or improvements to the Tulare Lake levees is needed.

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 Implement the building and land use restrictions and policies of the Kings County Airport Land Use Plan as specified by the Airport Environs Overlay Zone.
- 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.

Hazardous Materials and Waste

OBJECTIVE

- B. Minimize the risks from the harmful effects of hazardous materials and waste.

POLICIES AND STANDARDS

- 4.21 Require adequate separation between areas where hazardous materials are present and sensitive uses such as schools, residences, and public facilities.
- 4.22 In areas historically used for commercial or industrial uses, require that developers conduct an environmental investigation to ensure that the site was not contaminated by the previous use.
- 4.23 Promote the safe transport of hazardous materials through Corcoran by implementing the following measures:
- Maintain formally designated hazardous material carrier routes to direct hazardous materials away from populated and other sensitive areas.
 - Prohibit vehicles transporting hazardous materials from parking on City streets.
 - Require that new pipelines and other channels carrying hazardous materials avoid residential areas and other immobile populations to the extent possible.

Public Safety Standard

OBJECTIVE

- A. Adopt and implement safety standards for varying hazards.

POLICIES AND STANDARDS

- 4.24 Require Environmental Impact Reports on all projects in areas of extreme hazard as defined herein (a project is defined within the California Environmental Quality Act).
- 4.25 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.
- 4.26 Require development proposals to consider fire standards, particularly in regard to critical facilities.
- 4.27 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.
- 4.28 Require new streets be designed to reduce hazards related 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.
- 4.29 Resolve existing traffic conflicts, including connectivity between neighborhoods, access to industrial areas and critical intersections, and railroad/roadway conflicts.
- 4.30 Continue to implement the seismic safety requirements of the latest adopted Building Codes as they apply to new construction, remodeling, retrofitting, etc.
- 4.31 Require development adjacent to hazardous facilities such as irrigation canals, detention basins, drainage facilities, railroad rights-of-way, state highways, etc., to include appropriate protections though fencing, restrictions to access or other appropriate means.

Open Space, Conservation and Recreation



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; parks and recreational facilities; and military installations. 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.
- C. Encourage energy efficiency and conservation.

POLICIES AND STANDARDS

- 5.1 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 Continue to participate in programs to encourage, and, in some instances to require, ongoing water conservation practices as specified in Chapter 8 of the Municipal Code.
- 5.4 Encourage the use of low-water plants in City parks and landscaping areas.
- 5.5 Update the Urban Water Management Plan every five years.
- 5.6 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 Require new construction to 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 System will be operated in full compliance with both federal and State regulations as they relate to the operations of a community water systems and in full compliance with the current Water Permit issued by the State Department of Public Health.
- 5.9 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 Identify greenbelt areas on lands outside of the City in order to maximize farmland, open space, and wildlife habitat preservation in the Land Use Element. 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 Continue to initiate and/or support local and regional recycling programs, and transfer station-based solid waste sorting programs.
- 5.12 Continue to implement standards requiring shade trees along new residential and commercial streets and developments as specified in the subdivision ordinance and Commercial Building Design Guidelines.
- 5.13 Encourage the installation of solar voltaic panels on new homes and businesses through reduced building permit fees or other incentives.
- 5.14 Encourage that site and structure designs for new development promote energy efficiency (e.g. through site design that takes advantage of prevailing winds and shade, through window placement to minimize infiltration of afternoon sun, through large overhangs that shade windows).
- 5.15 Promote and reward the energy efficiency efforts of local businesses through recognition on the City's website and other outreach.
- 5.16 Support the implementation of the Kings County Regional Climate Action Plan when feasible.
- 5.17 Educate the community about the City's efforts to reduce greenhouse gas emissions.

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

- 5.18 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.
- 5.19 Develop parks as growth and fiscal resources warrant, which respond to the needs of the City's diverse population.
- 5.20 Develop a Parks Master Plan to provide guidance on park land acquisition, development, and maintenance.
- 5.21 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.
- 5.22 Maximize opportunities 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

- 5.23 Create and protect open space for the preservation of natural resources.
- 5.24 Create and preserve open space for outdoor recreation.
- 5.25 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.
- 5.26 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

- 5.27 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.
- 5.28 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.

Military Installations

- 5.29 Coordinate with the Naval Air Station Lemoore on planning issues within its Area of Influence.
- 5.30 Consult Naval Air Station Lemoore officials for review and comment on proposed development projects, General Plan changes, zoning changes, policy and specific plans, and other comprehensive plans that have the potential for significant impacts within the Base's Area of Influence.
- 5.31 Consider the needs of Naval Air Station Lemoore for new and expanded infrastructure, as well as on-going maintenance needs for those infrastructure systems, within the Base's Area of Influence.

Air Quality Element



6.0 AIR QUALITY ELEMENT

INTRODUCTION

The San Joaquin Valley covers approximately 25,000 square miles, with an estimated population of more than 3.9 million. With the population growing rapidly and public opinion surveys' being performed on the Valley residents the Air Quality is constantly a main concern. Air quality in the San Joaquin Valley ranks among the worst in the country for ozone and particulate matter, exposing the residents of the City of Corcoran to unacceptable levels of air pollution on too many days each year. The City of Corcoran is committed to doing its part by taking appropriate actions and within its power to accelerate progress toward achieving clean air.

Global climate change is another emerging issue for which the State of California has determined to be of statewide concern and necessitating local action throughout all of California. With the enactment of new legislation, local governments are tasked with addressing issues that contribute to the further decline of our air quality. The General Plan provides a venue for local government action on greenhouse gas (GHG) emissions and climate change from new growth and development. This Air Quality Element of the General Plan provides the platform for local action in addressing air quality and climate change. 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

Air Quality Provisions are Required to be Included in the General Plan

Air Quality Elements are optional elements in California except for jurisdictions located within the San Joaquin Valley. Section 65302.1 of the California Government Code requires all 59 cities and 8 counties within the boundaries of the San Joaquin Valley Air Pollution Control District (SJVAPCD) to include Air Quality Elements or air quality goals, policies, and implementation strategies in other elements of their General Plans. City of Corcoran has opted to

provide a separate Air Quality Element of the General Plan as a means to highlight the importance of this issue to City residents and to convey the interconnectedness of land use, transportation, and air quality in a single location in the General Plan.

Section 65302.1 has four main requirements which are addressed in this Air Quality Element:

- A report describing local air quality conditions including air quality monitoring data, emission inventories, lists of significant source categories, attainment status and designations, and applicable state and federal air quality plans and transportation plans.
- A summary of local, district, state, and federal programs, and regulations that may improve air quality in the city or county.
- A comprehensive set of goals, policies, and objectives that may improve air quality consistent with the strategies listed in the legislation.
- A set of feasible implementation measures designed to carry out those goals, policies, and objectives.

Reducing Criteria Pollutant and Hazardous Emissions

The Air Quality Element fulfills a number of objectives that are very important to the City of Corcoran, but the most important is to ensure that growth occurs in ways that protect and enhance the health of our residents. A second objective is to comply with state regulations requiring air quality elements. A third objective is to ensure that our air quality strategy promotes a land use pattern and transportation system that promotes a healthy living environment and provides increased opportunities for residents to engage in lifestyle changes that are beneficial to our air quality. Finally, the Air Quality Element demonstrates the City of Corcoran's commitment to clean air.

Greenhouse Gases/Climate Change

The State of California is leading the country in efforts to reduce GHGs and the impacts on the global climate. The California legislature has passed and the Governor has signed GHG and climate change legislation including Assembly Bill 32 (AB 32) commonly known as the "California Global Warming Solutions Act of 2006" found in the California Health and Safety Code commencing with section 38500. This bill will have substantial impacts on Kings County and the City of Corcoran . In addition, the California Attorney General has initiated legal action against local governments for not addressing GHG and climate change issues in California Environmental Quality Act (CEQA) documents prepared for General Plan updates and development projects. The *Air Quality Element* provides a focal point for the City of Corcoran's General Plan efforts to reduce GHGs and climate change impacts.

Under the current AB 32 "business as usual" scenario developed by the California Air Resources Board (ARB), statewide emissions are increasing at a rate of approximately 1% per year as noted

below. The following estimates represent the average Statewide reductions needed from all emission sources (including all existing sources) to reduce GHG emissions back to 1990 levels.

- 1990: 427 Million Metric Tons of Carbon Dioxide Equivalent (MMTCO₂e)
- 2008: 495 MMTCO₂e (an average 14% statewide reduction needed to achieve 1990 base)
- 2020: 600 MMTCO₂e “Business As Usual” (an average 29% reduction needed to achieve 1990 base)

Senate Bill 375, amending several sections of the Government Code and Public Resources Code, was signed in September 2008 and establishes a process to develop regional targets for reducing projected year 2020 GHG emissions from passenger vehicles and light duty trucks back to 1990 levels. For Kings County and the City of Corcoran, a preliminary estimate of the subject emission reductions is as follows:

- 1990: 621 Metric Tons of Carbon Dioxide Equivalent (MTCO₂e) per day
- 2008: 1,158 MTCO₂e per day
- 2020: 1,496 MTCO₂e per day

San Joaquin Valley Blue Print Process

The City of Corcoran along with Kings County and the three other cities within the county is a partner in the San Joaquin Valley Blueprint (Blueprint) process, and was one of the first local governments to actively participate and lend guidance in the Kings County Blueprint Growth Scenario efforts lead by the Kings County Association of Governments (KCAG). The Blueprint process is a regional multi-year effort to develop a preferred growth scenario and planning principles to guide development through the year 2050. KCAG held a series of public workshops with elected and appointed officials as well as numerous public participation venues. The KCAG transportation planners in conjunction with the Cities and County Professional Planners Group prepared two items. The first is the Blueprint Planning Principles and the second is the 2050 Kings County Preferred Growth Scenario. The Planning Principles are meant to be general policy guiding statements that establish direction to the Cities and County on preferences for guiding growth to 2050. The second process is the Preferred Growth Scenario where planners took the top five growth scenarios of 1. Current Trends, 2. Agriculture & Critical Resource Protection, 3. Compact Development (Low), 4. Compact Development (High), and 5. Economic Development. Through the refinement of these efforts, KCAG and the Planners Group defined “Blueprint Urban Growth Boundaries” for each city and unincorporated community within the county. The boundaries have been outlined to tailor growth according to existing and potential outward growth needs of the County’s four Cities (Avenal, Corcoran, Hanford, and Lemoore). Environmental constraints were a critical component in determining future urban growth areas beyond existing land use plans and sphere of influence boundaries. The Blueprint Urban Growth Boundaries allow future growth to be concentrated around existing urban areas, and an analysis of urban land uses within the County illustrate that Kings County has enough land designated to accommodate the growth expected by 2050. The Preferred Growth Scenario was approved by the KCAG Commission in July 2008. The goals, objectives, and policies of the General Plan are

consistent with the Preferred Growth Scenario and with the goals, objectives and policies of the Air Quality Element.

A major public workshop on January 26, 2009 elicited 600 participants and a draft recommendation for the final plan. The majority of the participants favored more dense settlement patterns. The Blueprint was completed in 2009.

Consistency with Other General Plan Elements

The Air Quality Element is consistent with all other elements of the General Plan. The Air Quality Element most closely interacts with the Land Use, Circulation, and Resource Conservation Elements. An analysis of relationship of the goals, objectives, and policies of these elements is included herein. The Housing Element is consistent since it demonstrates that sufficient housing is planned to accommodate the City of Corcoran's projected needs and avoids a jobs/housing imbalance that would result in excessive emissions from long distance commuting.

General Plan Integration

The Air Quality Element provides a bridge which inter-connects with other General Plan Elements. This connection is mandated by California Government Code 65300.5 which states "in construing the provisions of this article, the Legislature intends that the general plan and elements and parts thereof comprise an integrated, internally consistent and compatible statement of policies for the adopting agency." Air quality is impacted by many aspects of our built environment and life style choices we make. The impacts and interrelationships are described as the land use, transportation, energy use, air quality and climate change connection. This concept is based on the idea that the design, density and pattern of land uses impacts the transportation system that serves those land uses, and the transportation system in turn impacts the amount people drive and options for using less polluting modes of transportation such as walking, bicycling and transit. The policies of the Land Use Element with connections to air quality are those supporting compact development, direct pedestrian connections, complete sidewalks, safe and comfortable routes connecting frequently accessed destinations with residences, and eliminating barriers to walking and bicycling. The Circulation Element lays out the goals, objectives and policies for developing the transportation system in a way that is consistent with and accommodates the growth planned in the Land Use Element. Circulation element policies that promote the development of a multi-modal transportation system and prevent excessive traffic congestion provide air quality benefits.

The policies can be categorized as follows:

Compact Development

- Higher development densities
- Farmland and Open Space preservation
- Incremental development

Transit and Pedestrian Oriented and Traditional Neighborhood Design

- Locate high density development close to commercial and service destinations that are within walking distance.
- Provide direct pedestrian connections between uses.
- Locate transit stops and infrastructure near to high density development to maximize the number of people within walking distance.
- Provide transit infrastructure such as benches and shelters at locations that maximize accessibility.
- Construct narrow streets to slow traffic and allow room for pedestrian infrastructure.
- Traffic calming measures such as roundabouts, and pedestrian bulb outs.
- Use a grid street system to provide direct routes to many destinations
- Require tree-lined streets with drought tolerant trees to shade pedestrian routes.
- Store fronts near the street to create an interesting pedestrian orientation.
- Minimize windowless walls facing the street.
- Provide parking lots in the back or in public lots.

Mixed Use Development

- Allow second story residential mixed use in downtown commercial areas and large mixed use projects.

Pedestrian and Bicycle Infrastructure

- Provide sidewalks and pedestrian paths
- Provide bicycle paths and lanes
- Secure bicycle parking for employment sites
- Bike racks for commercial development

Preventing Land Use Conflicts

- Provide adequate separation between residential and industrial uses having the potential to emit hazardous pollutants or odors.
- Provide adequate separation between sensitive land uses and major highways to minimize exposure to hazardous pollutant emissions.
- Protect agricultural development from premature development.

These concepts also reduce adverse public health effects of such air pollutants such as ozone, carbon monoxide, and particulate matter and pollutants responsible for climate change (primarily carbon dioxide). The benefits derived are roughly proportional to the reduction in motor vehicle trips and miles traveled achieved with development that implements the concepts described above. The reduced travel results in less fuel consumed and fewer emissions produced.

Scope and Content of the Air Quality Element

The Air Quality Element includes a comprehensive set of goals, objectives and policies and implementation programs intended to meet the requirements for Assembly Bill 170 for Air Quality Elements and state laws pertaining to GHGs. Section 6.0 of the Air Quality Element provides summary level background information on the regulatory setting, existing air quality, health effects, and GHG/global climate change 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.

POLICIES AND STANDARDS

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.

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.

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.

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.

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.

As the State of California moves toward more progressive legislation involving air quality and green house gas reduction efforts, all Counties throughout California will be looking at various avenues to address these issues locally. Although these issues may be common, the 58 Counties within the State represent a diversity of environmental and regulatory settings that define the somewhat unique background through which local approaches must be formulated. This Section describes the local environmental and regulatory setting that is relative to Kings County, and presents some public/private partnership programs and initiatives related to air quality.

Air Quality Elements are optional elements in California except for jurisdictions located in the San Joaquin Valley. Assembly Bill 170 – Reyes, signed into law on September 22, 2003, requires all 59 cities and 8 counties within the boundaries of the San Joaquin Valley Air Pollution Control District to include Air Quality Elements or air quality goals, policies, and implementation strategies in other elements of their General Plans. Assembly Bill 170 added Section 65302.1 to the California Government Code.

Assembly Bill (AB) 170

This bill established four main requirements:

- A report describing local air quality conditions including air quality monitoring data, emission inventories, lists of significant source categories, attainment status and designations, and applicable state and federal air quality plans and transportation plans.
- A summary of local, district, state, and federal programs, and regulations that may improve air quality in the city or county.
- A comprehensive set of goals, policies, and objectives that may improve air quality consistent with the following strategies listed in the legislation:
 - a) Determine and mitigate project level and cumulative air quality impacts under CEQA

- b) Integrate land use plans, transportation plans, and air quality plans;
 - c) Plan land uses in ways that support a multimodal transportation system;
 - d) Local action to support programs that reduce congestion and vehicle trips;
 - e) Plan land uses to minimize exposure to hazardous air pollutant emissions from industrial and other sources;
 - f) Reduce particulate matter emissions from sources under local jurisdiction; and
 - g) Support SJVAPCD and public utility programs to reduce emissions from energy consumption and area sources.
- A set of feasible implementation measures designed to carry out those goals, policies, and objectives.

Assembly Bill (AB) 32

The California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006, which charged the California Air Resources Board (ARB) to develop regulations on how the state would address global climate change. AB 32 focuses on reducing GHG emissions in California. GHGs, as defined under AB 32, include carbon dioxide, methane, nitrous oxide, hydroflourocarbons (HFCs), perfluorocarbons (PFCs), and sulfurhexaflouride (SF6). AB 32 requires that GHGs emitted in California be reduced to 1990 levels by the year 2020. ARB is the state agency charged with monitoring and regulating sources of emissions of GHGs that cause global warming in order to reduce emissions of GHGs. By January 1, 2008, ARB was required to determine what the statewide GHG emissions level was in 1990, and approve a statewide GHG emissions limit to apply to the 2020 benchmark. ARB adopted the 1990 GHG emission inventory/2020 emissions limit of 427 million metric tons of carbon dioxide equivalent (MMTCO₂e) on December 6, 2007. ARB then developed a document referred to as the “Scoping Plan” that assigns reduction targets to sectors responsible for the emissions. Local governments must achieve reductions through land use measures that will be substantially dependent on the General Plan for success. Statewide, ARB expects to target local governments with reducing GHGs by 5 million metric tons of CO₂ equivalent by 2020.

Senate Bill (SB) 375

Senate Bill 375 – Steinberg was signed by the Governor on September 30, 2008. The legislation addresses implementation of the 2006 Global Warming Act. The bill assures that the decisions about how to achieve GHG emissions from cars and light trucks will remain in the hands of locally elected officials. SB 375 aligns what have been three separate planning processes – one for transportation, one for housing, and one for reducing GHG emissions – into a single process. This will provide more certainty for General Plans and assures better coordination between SB 375 provides relief from CEQA for residential projects that are consistent with the regional plan to achieve GHG reductions. The bill also amends the housing element law, extending the amount of time that the state must approve most local housing elements from five to eight years. It lays a solid foundation for a comprehensive approach to reducing GHG emissions from the land use and transportation sector. SB 375 harnesses funding and regulatory incentives, without mandates, to align transportation, housing and land use planning.

Especially important for local government are the Sustainable Communities Strategy (SCS) and the Alternative Planning Strategy (APS) requirements of the legislation. ARB must certify that the SCS will achieve the region's GHG emission reduction targets. Projects outside the approved SCS would not qualify for federal transportation funding. If ARB determines that a region's SCS will not achieve the GHG emission reduction targets, the Metropolitan Planning Organization (MPO) must prepare an APS separate from the Regional Transportation Plan (RTP), identifying further measures needed to achieve the targets. Although these measures directly impact RTPs prepared by KCAG, the success of the SCS and APS, if needed, hinge on the land use decisions by Kings County and the four cities.

SB 375 enhances the CARB's ability to reach AB 32 goals by directing CARB to develop regional GHG emission reduction targets to be achieved from the automobile and light truck sectors for 2020 and 2035. CARB recently appointed a Regional Targets Advisory Committee (RTAC) under SB 375 that will play a major role in implementing the Scoping Plan by recommending factors and methodologies to CARB to adopt regional GHG emission allocations. The SJV has two representatives on the RTAC. CARB will also work with California's 18 MPOs/RTPAs to align their regional transportation, housing and land-use plans and prepare a "sustainable communities strategy" to reduce the amount of vehicle miles traveled in their respective regions and demonstrate the region's ability to attain its GHG reduction targets. Spending less time on the road is the single-most powerful way for California to reduce its carbon footprint.

SJVAPCD RULES AND REGULATIONS

The SJVAPCD has broad authority to control air pollution under state and federal law. The following is a summary of the rules and regulations that most impact development in the City of Corcoran:

SJVAPCD Rule 2201 – New and Modified Stationary Source Review. The purpose of this rule is to provide for the following: The review of new and modified Stationary Sources of air pollution and to provide mechanisms including emission trade-offs by which Authorities to Construct such sources may be granted, without interfering with the attainment or maintenance of Ambient Air Quality Standards; and no net increase in emissions above specified thresholds from new and modified Stationary Sources of all nonattainment pollutants and their precursors.

SJVAPCD Rule 4002 – National Emissions Standards for Hazardous Air Pollutants (NESHAPs). This rule requires compliance with the asbestos demolition and renovation requirements developed by the United States Environmental Protection Agency (EPA) in the NESHAP regulation, 40 CFR, Part 61, Subpart M.

SJVAPCD Rule 4102 – Nuisance. The purpose of this rule is to protect the health and safety of the public, and applies to any source operation that emits or may emit air contaminants or other materials.

SJVAPCD Regulation VIII – Fugitive PM10 Prohibitions. Rule 8011-8081 are designed to reduce

PM10 emissions (predominantly dust/dirt) generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and trackout, etc.

SJVAPCD Rule 4103 – Open Burning. The purpose of this rule is to regulate the burning of agricultural waste to minimize or eliminate the impact of agricultural burning on the SJVAB.

SJVAPCD Rule 4601 – Architectural Coatings. The purpose of this rule is to limit Volatile Organic Compounds (VOC) emissions from architectural coatings.

SJVAPCD Rule 4641 – Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations. The purpose of this rule is to limit VOC emissions by restricting the application and manufacturing of certain types of asphalt for paving and maintenance operations.

SJVAPCD Rule 4901 – Wood Burning Fireplaces and Wood Burning Heaters. The purposes of this rule are to limit emissions of carbon monoxide and particulate matter from wood burning fireplaces, wood burning heaters, and outdoor wood burning devices, and to establish a public education program to reduce wood burning emissions.

SJVAPCD Rule 9510 – Indirect Source Review. This rule reduces the impact of NOX and PM10 emissions from growth have on the SJVAB. The rule places application and emission reduction requirements on applicable development projects in order to reduce emissions through on-site mitigation, off-site SJVAPCD-administered projects, or a combination of the two.

The Air Quality Element establishes a central place for goals, objectives and policies to guide and address the wide range of air quality issues facing the City of Corcoran. These goals, objectives and policies are consistent with other General Plan Elements.

Communication, Cooperation, and Coordination

Issue

Air pollution is a complex problem. All levels of government are responsible for solving some portion of the problem. Often, the responsibilities of one level of government overlap with another. In order to develop effective programs and reduce pollution emissions, effective communication, cooperation, and coordination are vital.

Regional Coordination

AQ GOAL 1.A. Effective communication, cooperation and coordination in developing and operating community and regional air quality programs.

Environmental Assessment

Issue

The environmental assessment process required under the California Environmental Quality Act (CEQA) is by far the most important tool for local government to communicate with other agencies and the public on the air quality impacts of development within a community. Strong and consistent application of CEQA can make a significant difference in project level air quality impacts.

AQ OBJECTIVE 1.A.

To accurately determine and fairly mitigate the local and regional air quality impacts of projects proposed in the City of Corcoran.

AQ Policy 1.A.1 The City of Corcoran shall determine project air quality impacts using analysis methods and significance thresholds recommended by the District.

AQ Policy 1.A.2 The City of Corcoran shall ensure that air quality impacts identified during CEQA review are consistently and fairly mitigated.

Consult with the SJVAPCD, KCAG, and Kings County during CEQA review of discretionary projects having the potential for causing adverse air quality, transportation, and climate change impacts.

AQ Policy 1.A.3 Actively work with and support agriculture to develop, implement and find funding through United States Department of Agriculture (USDA) and other possible sources for programs and initiatives that improve air quality, reduce GHGs and particulate matter.

Planning Integration

AQ GOAL 2.A. Improve Air Quality, Land Use and Transportation Planning integration and reduce impacts through appropriate project location, design and application of best available technologies.

AQ OBJECTIVE 2.A.

Integrate the City's land use, transportation, and air quality planning efforts to make the most efficient and effective use of public resources and create a healthier and more livable environment.

In the past, transportation planning has typically emphasized the construction of new roadway capacity to reduce congestion and to meet the needs of planned development. Air quality legislation now mandates all transportation plans to consider their affect on air quality. This new emphasis requires that land use and transportation plans establish patterns of development and transportation infrastructure that minimize the need for new roadway capacity and improve air quality.

AQ Policy 2.A.1 Minimize air quality and potential climate change impacts through project review, evaluation, and conditions of approval when planning the location and design of land uses and transportation systems needed to accommodate expected city population growth. Integrate decisions on land use and development with the SJV Blueprint.

AQ Policy 2.A.2 Submit transportation improvement projects to be included in regional transportation plans (RTP, RTIP, CMP, etc.) that are found to be consistent with the air quality and climate change goals and policies of the General Plan.

AQ Policy 2.A.3 Consult with KCAG and transit providers during the planning stages of land use and transportation projects to assess project impacts on long range transit plans and ensure that potential impacts are avoided.

AQ Policy 2.A.4 During project review, approval, and implementation, consult with Caltrans, ARB, SJVAPCD, and KCAG to minimize the air quality, mobility, and social impacts of transportation projects on existing communities and planned sensitive land uses.

Air Quality Management

AQ GOAL 3.A. Use Air Quality Assessment and Mitigation programs and resources of the SJVAPCD and other agencies to minimize air pollution, related public health effects, and potential climate change impacts within the City.

AQ OBJECTIVE 3.A.

Accurately assess and mitigate potentially significant local and regional air quality and climate change impacts from proposed projects within the city limits of the City of Corcoran.

The environmental assessment process required under the California Environmental Quality Act (CEQA) is by far the most important tool for local government to communicate with other agencies and the public on the air quality impacts of new development within a community. Strong and consistent application of CEQA requirements can make a significant difference in preventing or minimizing project level air quality impacts. In addition, the City can also offer its assistance to existing land uses to reduce their air pollution and GHG emissions.

AQ Policy 3.A.1 Assess and mitigate project air quality impacts using analysis methods and significance thresholds recommended by the SJVAPCD.

AQ Policy 3.A.2 Assess and mitigate project GHG/climate change impacts using analysis methods and significance thresholds as defined or recommended by the SJVAPCD, KCAG or California Air Resources Board (ARB) depending on the type of project involved.

AQ Policy 3.A.3 Ensure that air quality and climate change impacts identified during CEQA review are minimized and consistently and fairly mitigated at a minimum, to levels as allowed by CEQA.

AQ Policy 3.A.4 Identify and maintain an on-going inventory of the cumulative transportation, air quality, and climate change impacts of all general plan amendments approved during each year.

AQ Policy 3.A.5 Assess and reduce the air quality and potential climate change impacts of new development projects that may be insignificant by themselves but, taken together, may be cumulatively significant for the City as a whole.

AQ Policy 3.A.6 Encourage and support the development of innovative and effective mitigation measures and programs to reduce air quality and climate change impacts through proactive coordination with the SJVAPCD, project applicants, and other knowledgeable and interested parties.

AQ OBJECTIVE 3.B.

Public facilities, operations and programs will serve as a model for the private sector in implementing air quality requirements.

Government is often the largest employer in a jurisdiction, and typically operates large vehicle fleets. The City of Corcoran can take a leadership role in implementing employer based trip reduction and fleet operator programs to reduce its own emissions and provide a model for the private sector.

AQ Policy 3.B.1 The City of Corcoran should take the lead in implementing feasible and affordable innovative and flexible employer based trip reduction programs for their employees, including consideration of telecommuting programs and flexible work schedules so long as customer service is not affected.

AQ Policy 3.B.2 Support the development and use of teleconferencing facilities in lieu of employee travel to conferences and meetings.

AQ Policy 3.B.3 City fleet vehicle operators should develop and maintain a fiscally sound inventory and priority schedule to replace or convert existing conventional fuel vehicles lower emitting and fuel efficient vehicles as new vehicles are purchased and existing vehicles are retired from service.

AQ OBJECTIVE 3.C.

Through the project review and approval process ensure that new development projects within the City of Corcoran are designed to provide facilities and programs that improve the effectiveness of transportation control measures and congestion management programs.

State and federal legislation requires local governments to include strategies to increase the efficiency of transportation infrastructure and to reduce vehicle trips in their transportation plans. Transportation control measures (TCMs) are most effective when infrastructure is in place that supports alternative transportation modes. This would include community wide transportation improvements and on site improvements at individual worksites and businesses. The City of

Corcoran can support these strategies by requiring new development to include infrastructure and TCMs in the project design that reduces congestion or trips.

AQ Policy 3.C.1 Request project sponsors to demonstrate that all feasible TCMs and other measures have been incorporated into project designs which increase the effective capacity of the existing road network prior to seeking approval to construct additional roadway capacity, such as additional lanes or new highways.

AQ Policy 3.C.2 City staff shall proactively work with KCAG, employers and developers to provide appropriate land use designations in urban communities which will allow affordable transportation alternatives and neighborhood work centers for telecommuting to serve both new and existing land uses designated by the General Plan.

AQ Policy 3.C.3 Encourage and support private sector employer based trip reduction programs such as alternative work schedules, rideshare matching, and transit subsidies were financially feasible.

AQ Policy 3.C.4 Distribute CMAQ funds to county projects that maximize emission reductions to support the ozone and particulate matter SIPs.

Energy Efficiency and Conservation

AQ GOAL 4.A Minimize air emissions and potential climate change impacts related to energy consumption in the City of Corcoran.

AQ OBJECTIVE 4.A

Increase the use of energy conservation features, renewable sources of energy and low-emission equipment in new and existing development projects within the City of Corcoran.

Natural gas burning appliances used for space heating, water heating, and cooking are a sizable source of NO_x and CO₂ emissions. Consumption of electricity also causes pollutant emissions from the operation of power plants fueled by fossil fuels. Reduction in local energy demand will also reduce overall energy demand, which decreases the expediency for new energy production plant construction. Local efforts to reduce energy consumption can save consumers money and improve air quality. Simple and cost-effective designs, technologies, and methods are available to achieve energy savings and reduce air pollutant emissions.

AQ Policy 4.A.1 Initiate and sustain ongoing efforts with local water and energy utilities and developers to establish and implement voluntary incentive based programs to encourage the use of energy efficient designs and equipment in new and existing development projects within the City of Corcoran.

AQ Policy 4.A.2 Initiate and sustain ongoing efforts with agriculture, the building industry, water and energy utilities and the SJVAPCD to promote enhanced energy conservation and sustainable building standards for new construction.

AQ Policy 4.A.3 Work with local water and energy utilities and the building industry to develop or revise City of Corcoran design standards relating to solar orientation of building occupancies, water use, landscaping, reduction in impervious surfaces, parking lot shading and such other measures oriented towards reducing energy demand.

AQ Policy 4.A.4 Actively promote the more efficient location of industries within the City of Corcoran which are labor intensive, utilize cogeneration or renewable sources of energy, support and enhance agricultural activities, and are consistent with other policies of the General Plan.

AQ Policy 4.A.5 City staff will proactively work with the Cooperative Agricultural Extension office, USDA, California Energy Commission, local water and energy utilities, the agricultural industry, and other potential partners to seek funding sources and implement programs which reduce water and energy use, reduce air emissions and reduce the creation of GHGs.

Hazardous Emissions and Public Health

AQ GOAL 5.A Minimize exposure of the public to hazardous air pollutant emissions, particulates and noxious odors from freeways, major arterial roadways, industrial, manufacturing, and processing facilities.

AQ OBJECTIVE 5.A

Locate adequate sites for industrial development and roadway projects away from existing and planned sensitive land uses which minimize or avoid potential health risks to people that might result from hazardous air pollutant emissions.

Decisions for locating industrial and residential development has the potential to create land use conflicts due to exposure to hazardous emissions. In addition, planning sensitive land uses in proximity to major transportation routes and facilities can also result in public health concerns. Providing appropriate locations and separation for incompatible land uses for all types of development can minimize conflicts and promote economic growth.

AQ Policy 5.A.1 Locate residential development projects and projects categorized as sensitive receptors an adequate distance from existing and potential sources of hazardous emissions such as major transportation corridors, industrial sites, and hazardous material locations using guidance from the provisions of ARB's Air Quality and Land Use Handbook.

AQ Policy 5.A.2 Locate new air pollution point sources such as, but not limited to industrial, manufacturing, and processing facilities an adequate distance from residential areas and other sensitive receptors with guidance from the provisions of ARB's Air Quality Land Use Handbook.

AQ Policy 5.A.3 Implement feasible mitigation of construction exhaust emission by using construction equipment powered by engines meeting, at a minimum, Tier II emission standards, as set forth in §2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 Code of Federal Regulations, when feasible

AQ Policy 5.A.4 City projects when feasible will utilize construction fleets that can achieve fleet average emissions equal to or less than the Tier II emissions standard of 4.8 NO_x g/hp-hr. This may be achieved through any combination of uncontrolled engines and engines complying with Tier II and above engine standards.

AQ OBJECTIVE 5.B.

Reduce emissions of PM₁₀, PM_{2.5} and other particulates from sources with local control potential or under the jurisdiction of the City of Corcoran.

Levels of PM₁₀ (particulate matter less than 10 microns in diameter) no longer exceed federal health based standards. However, maintenance of the federal standard and achieving the state standard while accommodating growth will require continued effort. The San Joaquin Valley was recently reclassified as a maintenance area for PM₁₀ under the federal criteria. Because of this classification, the SJVAPCD is required to take actions to ensure continued maintenance of the standard in the future. This is accomplished by the continued implementation of Best Available Control Measures (BACM) on all significant sources of emissions. The SJVAB also exceeds the annual PM_{2.5} (particulate matter less than 2.5 microns in diameter) standards. Some actions to reduce PM₁₀ and ozone precursors will also reduce PM_{2.5}.

AQ Policy 5.B.1 Coordinate with the SJVAPCD to ensure that construction, grading, excavation and demolition activities within the City of Corcoran's jurisdiction are regulated and controlled to reduce particulate emissions to the maximum extent feasible.

AQ Policy 5.B.2 Require all access roads, driveways, and parking areas serving new commercial and industrial development are constructed with materials that minimize particulate emissions and are appropriate to the scale and intensity of use.

AQ Policy 5.B.3 All projects that may have a health risk impact, including those projects that would otherwise appear to be exempt from CEQA requirements will seek consultation with the SJVAPCD.

AQ Policy 5.B.4 If preliminary health risk analysis indicates that toxic air contaminants (TACs) are a concern, and the SJVAPCD recommends that a Health Risk Assessment (HRA) be performed technical assistance will be sought from the SJVAPCD regarding the preliminary analyses and HRAs when financially feasible.

Climate Change

AQ GOAL 6.A. Reduce the City of Corcoran's proportionate contribution of greenhouse gas emissions and the potential impact that may result on climate change from internal governmental operations and land use activities within its authority.

AQ OBJECTIVE 6.A.

Identify and achieve greenhouse gas emission reduction targets consistent with the City of Corcoran and Kings County's proportionate fair share as may be allocated by ARB and KCAG.

Global climate change is an emerging issue that requires all levels of government to take action to reduce emissions under their jurisdiction and influence.

AQ Policy 6.A.1 As recommended in ARB's Climate Change Adopted Scoping Plan (December 2008), the County establishes an initial goal of reducing greenhouse gas emissions from its internal governmental operations and land use activities within its authority to be consistent with ARB's adopted reduction targets for the year 2020. The City of Corcoran will also work with KCAG to ensure that it achieves its proportionate fair share reduction in greenhouse gas emissions as may be identified under the provisions of SB 375 (2008 Chapter 728) for any projects or activities requiring approval from KCAG.

AQ Policy 6.A.2 Progress in meeting the goals specified in AQ Policy 6.A.1 will be monitored and reported to the Corcoran City Council as well in the Annual Progress Report required by Government Code Section 65400(a)(2). Should the Council determine that sufficient progress is not being made to achieve the identified goals, or that proposed measures are ineffective or insufficient in meeting the goals, additional measures will be adopted as necessary.

Outreach

AQ GOAL 7.A. Increase general public and businesses awareness of the air quality contaminants and reduction activities and programs

AQ OBJECTIVE 7.A.

Inform local business and residents of various programs and resource available to aid in the reduction of air contaminants in and outside their place of business and homes.

AQ Policy 7.A.1 City will adopt a proclamation dedicating the week of earth day as Air Quality Awareness Week and encourage the local School District and Chamber of Commerce to develop activities, announcements and competitions revolving Air Quality Awareness when feasible.

AQ Policy 7.A.2 City will coordinate with the District to inform local employers with 100 or more employees of the District's Employer Based Trip Reduction (eTRIP) Rule 9410 and encourage local employers to participate when feasible.

AQ Policy 7.A.3 The City will encourage the Kings County Office of Education and Corcoran Unified School District to work with the SJVAPCD to incorporate air quality education through the use of speakers, student workbooks and teaching aids available through the SJVAPCD.

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 Require undergrounding of utilities along the City's main corridors and in new development projects.
- 7.3 Explore a range of options to implement underground utilities in existing developed areas.
- 7.4 Ensure all signs are compatible with the overall streetscape design including the redesign/removal of signs, which are disruptive elements.
- 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.

General Development Standards

OBJECTIVES

A. Maintain and enhance the aesthetic character of Corcoran.

- 7.6 Strengthen the City's sense of history by identifying and preserving historic structures throughout the community.
- 7.7 Promote rehabilitation of appropriate sites and investigate funding opportunities for rehabilitation/remodeling of small businesses.
- 7.8 Encourage the implementation of the Commercial Design Guidelines and Streetscape Standards for new development or rehabilitation projects.



Modern subdivision with shade trees.

Residential Development

OBJECTIVES

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

POLICIES AND STANDARDS

- 7.9 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.
- 7.10 Review the adequacy of existing Zoning Code enforcement procedures pertaining to property maintenance.
- 7.11 Encourage the planting of street trees in existing residential neighborhoods.
- 7.12 Encourage growth patterns that will promote livable neighborhood development principles including the following:
 - a. Providing compact development so that vehicle use is reduced to the extent practicable, and so that vehicle trips are shorter.
 - b. 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.
 - c. 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

- 7.13 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.



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

- 7.14 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.
- 7.15 Require the planting of street trees in parkways.
- 7.16 Utilize the following techniques in the design of single and multi-family residential development:
- a. Varying front yard setbacks within the same structure, except where doing so would overemphasize the appearance of garages;
 - b. Staggered and/or reversed unit plans to provide variability in the outward appearance of the building(s);
 - 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.
- 7.17 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.
- 7.18 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.
- 7.19 Encourage the placement of landscaped planters at an average of every ten spaces and should, where possible, align with building entrances.
- 7.20 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.
- 7.21 Encourage residential developments to plant and maintain adequate and attractive front yard landscaping.
- 7.22 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.

- 7.23 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.

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

- 7.24 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.



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

- 7.25 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.
- 7.26 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.
- 7.27 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.
- 7.28 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.
- 7.29 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.
- 7.30 Structures in pedestrian-oriented areas should provide continuous storefronts at the ground level front elevation.
- 7.31 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.
- 7.32 Vertical mixed use projects, where residential uses are located above commercial or office uses, or office uses located above commercial uses, are encouraged.
- 7.33 Encourage buildings to 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.
- 7.34 Encourage monument signs for commercial development with multiple tenants.
- 7.35 Encourage creative and unique custom signs, which complement the design of the building.
- 7.36 Preserve historic signs with unique architectural features.
- 7.37 The planting of street trees is encouraged for all existing and new commercial and industrial development.

- 7.38 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.
- 7.39 Landscaped areas should be clustered on a site to maximize their effect on the public view.
- 7.40 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.
- 7.41 Landscaping should be in scale with adjacent buildings and be of appropriate size at maturity to accomplish its intended purpose.
- 7.42 Areas of a site not utilized for parking, circulation, storage or other uses, shall be landscaped.
- 7.43 Parking lots shall not overwhelm views of a site and shall incorporate landscaping for all areas not used for vehicle storage, access or circulation.
- 7.44 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.
- 7.45 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.
- 7.46 Buildings, sidewalks, and parking lots should be located to minimize conflicts between pedestrian and vehicular circulation on a site.
- 7.47 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).
- 7.48 Long expanses of fence shall be offset and architecturally designed to prevent monotony, and shall include landscaped pockets and limited openings.
- 7.49 Priority should be given to development in the downtown area.

Industrial Development

- 7.50 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.

7.51 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.

7.52 Where industrial development abuts non-industrial uses, appropriate buffering techniques shall be employed such as setbacks, screening, landscaping, or some combination of these.

7.53 An industrial site shall accommodate all of its required parking on-site without the use of on-street parking.

7.54 On-site circulation shall be designed to provide safe and efficient access for delivery vehicles, visitors and employees, and pedestrians.

7.55 Loading and delivery areas shall be clearly marked with directional signage where multiple access points are provided.

7.56 Loading areas shall be designed to accommodate trucks without them having to back onto or otherwise use the adjoining street when feasible.

7.57 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.

Public Services and Facilities Element



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 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 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 Coordinate urban growth management planning with public and private utilities.
- 8.5 Design storm water runoff drainage structures 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, encourage growth in areas where it is possible to develop facilities incrementally.

- 8.8 Require new development to demonstrate adequate sewerage capacity and sewage treatment capacity 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 Locate new municipal water wells 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 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 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 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.
- B. Reduce the volume of solid waste generated in Corcoran through recycling and resource conservation.

POLICIES AND STANDARDS

- 8.15 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.

- 8.17 Maintain and expand the citywide curbside recycling program.
- 8.18 Maintain and expand the citywide green waste collection program.
- 8.19 Encourage the expansion of the green waste program to include household compost.

Economic Development Element



9.0 ECONOMIC DEVELOPMENT ELEMENT

INTRODUCTION

The Economic Development Element is not one of the General Plan elements required by State law, but is an optional element. It presents the community's vision for the long-term development of Corcoran and establishes goals and policies to guide and inform short-term decision making—public, private, and non-profit—to ensure that the community's day-to-day efforts eventually lead to the city described in the vision statement below.

Unlike other element topics, economic development will be implemented through an economic development strategy. The Element includes goals and policies calling for such a strategy. Importantly, though, the economic development strategy is adopted separately from and is not a part of the General Plan. Even though it is not a part of the General Plan, the economic development strategy contains the implementation measures and actions intended to realize the Element's vision and goals.

The city adopts the economic development strategy separately from the General Plan because it intends to review and possibly update the strategy every three to five years in order to respond to changing economic and market conditions. In contrast, the Economic Development Element represents the long-term economic development vision and goals, which the city anticipates remaining constant over a longer period of time and needing less frequent updates.

PURPOSE OF THE ECONOMIC DEVELOPMENT ELEMENT

The purpose of the Economic Development Element is to guide the City towards achieving the following vision.

The vision represents how the community wants Corcoran to change and how it should stay the same through 2035. The objectives essentially identify the most important topics from the vision. The objectives are written in an active perspective. But whereas the vision is comprehensive, each objective addresses a single broad topic or issue. Policies are intended to guide decision-making. They provide a basis for consistent decisions, increasing certainty and decreasing risk for those investing in the local economy.

Corcoran's local economy will grow and diversify, bringing a variety of improvements and enhancements to our quality of life. Yet we will not sacrifice our way of life, our agricultural heritage, and our small town charm to achieve economic advancement.

Our thriving downtown will increasingly provide shopping, dining, and entertainment for the community. The downtown will have of old and new buildings complemented by street trees, benches, lights, and pocket parks. Cohesive planning, continued investment, code enforcement, and public safety presence will ensure that our downtown will be a pleasant place to walk, shop, and interact with friends. Indeed, bike and pedestrian improvements will connect downtown to residential neighborhoods enabling more residents to walk or bike to get here.

Beyond downtown, our local economy will grow and diversify. We will capitalize on opportunities with the correctional facilities, grow our commodity base with more food processing and energy development, and partner regionally to attract more businesses in the region's major economic clusters. With the increase in businesses, even more Corcoran residents will work in the city rather than commuting elsewhere. These employers will also attract workers from other areas, and these workers will spend money at our local businesses.

An abundance of reliable, industrious, and well-qualified workers is and will be a key factor in our success in helping local businesses grow and in attracting businesses to our community. By working with our regional partners we will make great strides in improving the skills and education of our local and regional labor force. Additionally, our city will attract educational institutions and services to provide opportunities for continued learning and professional development. Finally, entrepreneurship is and will always be encouraged and celebrated in Corcoran. Some of our most successful future businesses will be a result of that entrepreneurial spirit.

We will build our economic development success on three pillars:

- 1 First, we will integrate economic development thinking throughout our city culture. Some cities have a few staff people dedicated to economic development, but here all of our elected officials, appointed officials, and public employees will practice economic development as part of their job.*
- 2. Second, through our economic development strategy, we will engage civic groups and organizations so that economic development is a community-wide effort and a community-wide success.*
- 3. Finally, our challenges are larger than our city. Our success will require thoughtful collaboration with our regional economic development partners in Kings County and in the San Joaquin Valley.*

Economic growth will provide even greater resources for our city government. The city will use the increased funding to improve and expand the quality and quantity of public facilities and services. With expanded retail offerings, plentiful job opportunities, and excellent amenities, Corcoran will have an enviable quality of life and be considered a premier community in the San Joaquin Valley.

SCOPE AND CONTENT

The Economic Development Element includes a comprehensive set of objectives, policies and implementation programs intended to improve all aspects of Corcoran's local economy, including:

- Economic development strategy and services
- Quality of life
- Expanded job opportunities
- Diversified economy
- Entrepreneurship
- Ongoing downtown revitalization
- Tourism
- Education and life-long learning
- Regional partnerships

Economic Development Planning

OBJECTIVE

- A Integrate economic development thinking throughout City culture.
-

B: Fund training and retention of staff to achieve our economic development vision.

POLICIES AND STANDARDS

- 9.1 As financial resources are available, invest in economic development training for staff, elected and appointed officials, and key stakeholders.
- 9.2 Establish and fill an economic development director position; position may be filled on a volunteer basis; City Manager or designee may fulfill economic development responsibilities when position is vacant.

Economic Development Strategy

OBJECTIVE

A: Adopt and regularly update a comprehensive economic development strategy.

POLICIES AND STANDARDS

- 9.3 Prioritize the allocation of public resources among various economic development efforts based on an adopted economic development strategy.
- 9.4 Annually evaluate the economic development strategy to assess achievements and challenges, and incorporate the results of the evaluation into the annual budget process to continue or change the allocation of resources for economic development.
- 9.5 Comprehensively review the economic development strategy within three years of adoption or updating to determine if an update is required; update if necessary; if an update is not needed within three years, update the economic development strategy within five years of adoption or updating.
- 9.6 Require that land use and development decisions be consistent with the economic development strategy.

Quality of Life

OBJECTIVE

A: Continuously improve quality of life to make Corcoran a premier community.

POLICIES AND STANDARDS

- 9.7 Invest in economic development with the primary objective of increasing the resources available to invest in public facilities and services that improve the quality of life.
- 9.8 In economic development efforts, prioritize the expansion, creation, and attraction of businesses providing goods and services for which residents currently must leave Corcoran to obtain.

- 9.9 Promote the expansion of commercial activity in the south part of the City to capitalize on spending by staff of and visitors to the two state correctional facilities.

Expanded Job Opportunities

OBJECTIVE

- A: Generate employment opportunities for Corcoran residents within a healthy and growing local economy.

POLICIES AND STANDARDS

- 9.10 Invest in economic development with the objective of expanding job opportunities that pay above the existing average wage in Corcoran.
- 9.11 Establish and operate a business visitation program to help connect local businesses with available economic development resources and to better understand the benefits and challenges of operating a business in Corcoran.
- 9.12 Collaborate with the Kings County Workforce Investment Board to increase the availability of employment-training services to Corcoran residents and to expand the provision of job-training services for Corcoran businesses.
- 9.13 When financial resources are available, provide incentives for business expansions and the attraction of new businesses creating new jobs.
- 9.14 When the city provides economic development incentives, use a form of forgivable loan under which the incentive is provided as a loan with a portion forgiven each year that project-specific objectives are met, such as sales tax generated or above-average-paying jobs are provided.
- 9.15 As resources are available, establish and operate a gap financing program for existing and new businesses that will create new jobs paying above-average wages.

Diversified Economy

OBJECTIVE

- A: Cultivate a diverse and well-rounded local economy that enables Corcoran to remain resilient.

POLICIES AND STANDARDS

- 9.16 Prioritize initiatives, investments, and development approvals that would attract businesses in economic sectors not currently represented in Corcoran.
- 9.17 Prioritize initiatives, investments, and development approvals that would attract businesses in regional economic clusters identified by the California Partnership for the San Joaquin Valley.

- 9.18 Collaborate with existing businesses to identify their suppliers and customers who might benefit from operating in Corcoran; market Corcoran to those businesses and to similar businesses in the same economic sectors.
- 9.19 As resources are available, invest in marketing Corcoran at industrial trade shows for economic sectors that would diversify the local economy.
- 9.20 Collaborate with real estate brokers, property owners, and other stakeholders to create and maintain an inventory of buildings and sites available for economic development.
- 9.21 Prioritize economic development efforts that will capitalize on the economic value of the two state correctional facilities..

Entrepreneurship

OBJECTIVE

A: Create a culture of entrepreneurship supported by policies and programs.

POLICIES AND STANDARDS

- 9.22 Collaborate with regional economic development partners to expand the provision of business start-up courses in Corcoran.
- 9.23 Collaborate with regional economic development partners to publicize the availability of training and resources for starting a new business.
- 9.24 As resources are available, support the establishment and operation of a micro-loan program for business start-ups.
- 9.25 Review inventory of city owned properties that could be used for business incubator programs.

Downtown

OBJECTIVE

A: Support a vibrant, central downtown that offers a wide variety of shopping, dining, and entertainment and provides a positive public identity for the city.

POLICIES AND STANDARDS

- 9.26 Prioritize initiatives, investments, and development projects that contribute to the vision of downtown as an amenity-rich, pedestrian-friendly, mixed-use district that is Corcoran's primary shopping and entertainment destination, serving residents and visitors.

- 9.27 When larger-scale commercial development might detract from the pedestrian-friendly character of downtown, encourage such development in the Service Commercial land use designation rather than the Downtown Commercial land use designation.
- 9.28 In the absence of enabling legislation for tax-increment financing for revitalization and economic development, encourage the establishment of business improvement districts, parking districts, and special benefit districts to provide funding for public improvements and services downtown.
- 9.29 When deciding whether or not to allocate public resources or how much public resources to allocate to achieve the goal for downtown, the City Council shall consider the degree to which public resources will leverage private sector resources and the degree to which the allocation of public resources can reasonably be expected to generate new or additional municipal revenues.
- 9.30 Designate downtown as the primary location for major public celebrations.
- 9.31 Collaborate with regional economic development partners to provide business management and other business training courses for existing and new downtown businesses in order to assist them to become more profitable and more sustainable.
- 9.32 Improve the connection between downtown and CA-43 as feasible, using streetlights, signage, and other appropriate measures to enhance the visibility of the downtown commercial area to traffic on CA-43.

Tourism

OBJECTIVE

- A: Better capitalize on the existing tourism base.
- B. Make Corcoran better known throughout the San Joaquin Valley as a day-trip and overnight tourism destination.

POLICIES AND STANDARDS

- 9.33 Collaborate with existing lodging businesses to identify and implement strategies to better serve the existing tourism base of visitors coming to Corcoran.
- 9.34 Promote the attraction of overnight visitors in collaboration with lodging businesses through the establishment and operation of a tourism marketing district (such as those authorized pursuant to Parking and Business Improvement Area Law of 1989, CA Streets and Highways Code, §36500 et. seq.).
- 9.35 As resources are available, adopt and implement a tourism branding strategy and marketing communications plan for tourism.
- 9.36 Support the establishment of a local tourism council when promoted by the local business community and local civic organizations.

- 9.37 Continuously seek ways increase municipal revenues from tourism and to allocate a portion of those revenues to promote Corcoran as a day-trip and overnight tourism destination.

Education and Culture

OBJECTIVE

- A: Provide a variety of educational and cultural institutions in Corcoran to offer opportunities for residents of every age to learn and improve their lives.

POLICIES AND STANDARDS

- 9.38 Collaborate with civic organizations to expand educational and cultural offerings.
- 9.39 Encourage and, when resources are available, support the establishment and operation of cultural institutions that attract visitors to downtown Corcoran.
- 9.40 Advocate for the provision of more college-level classes in Corcoran.
- 9.41 Support the attraction of for-profit education and job skill providers.
- 9.42 Collaborate with the Corcoran Unified School District to expand the services of and enrollment at the Adult School at Kings Lake Education Center.

Regional Partnerships

OBJECTIVE

- A: Collaborate effectively with regional economic development partners to achieve measurable goals.

POLICIES AND STANDARDS

- 9.43 Collaborate with regional economic development agencies and organizations as necessary to achieve economic development goals.
- 9.44 Encourage and support regional economic development partners to provide services in Corcoran.
- 9.45 Seek to have Corcoran residents and businesses appointed to the boards governing regional economic development agencies and service providers with whom the city partners to achieve economic development goals and objectives.
- 9.46 Incorporate outcome-based measures into agreements with regional economic development agencies and organizations and make funding from the city contingent upon achieving the outcome-based measures. Such outcome-based measures may include, but need not be limited to: job retention and creation; site visits to Corcoran by prospective new businesses; sharing of contact information for prospective new

businesses; creation of new businesses; number of classes offered; or number of participants attending classes and workshops.



City of Corcoran 2005-2025 General Plan

Public Review Draft: June 26, 2014