

*I. INITIAL STUDY CHECKLIST*

1. **Project Title:** General Plan Enhancement
2. **Lead Agency Name and Address:** City of Corcoran  
Community Development Department  
832 Whitley Avenue  
Corcoran, CA 93212
3. **Contact Person and Phone Number:** Kevin Tromborg  
City of Corcoran Planning Division  
832 Whitley Avenue  
Corcoran, CA 93212
4. **Project Location:** City of Corcoran
5. **Project Sponsor's Name and Address:** City of Corcoran  
Community Development Department  
832 Whitley Avenue  
Corcoran, CA 93212
6. **General Plan Land Use Designations:** City-Wide (various locations)
7. **Zoning:** City-Wide (various districts)
8. **Description of Project:** Please see pages 1-8 of this Initial Study
9. **Surrounding Land Uses and Setting:** Please see page 1 of this Initial Study
10. **Other Public Agencies Whose Approval is Required:**None

## II. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a Potentially Significant Impact, as indicated by the checklist on the following pages.

- |                            |                                    |                                      |
|----------------------------|------------------------------------|--------------------------------------|
| ■ Aesthetics               | ■ Agriculture & Forestry Resources | ■ Air Quality                        |
| ■ Biological Resources     | ■ Cultural Resources               | ■ Geology & Soils                    |
| ■ Greenhouse Gas Emissions | ■ Hazards & Hazardous Materials    | ■ Hydrology & Water Quality          |
| ■ Land Use                 | ■ Mineral Resources                | ■ Noise                              |
| ■ Population & Housing     | ■ Public Services                  | ■ Recreation                         |
| ■ Transportation/Traffic   | ■ Utilities & Service Systems      | ■ Mandatory Findings of Significance |

### Determination:

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that, although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

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Signature

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Date

# **CORCORAN GENERAL PLAN ENHANCEMENT**

## **PROJECT DESCRIPTION**

### **1. PROJECT LOCATION**

The City of Corcoran is located in California's San Joaquin Valley, in Kings County. Figure 1 shows Corcoran's regional location and vicinity, including its relation to some of the surrounding communities in the area. The city is situated approximately 30 miles east of Interstate 5 and less than 20 miles west of Highway 99. The City of Hanford is approximately 17 miles to the north, and the Cities of Tulare and Visalia are approximately 19 and 34 miles to the northeast, respectively. The City of Fresno is approximately 50 miles to the north and the City of Bakersfield is approximately 65 miles to the south. The primary access routes to Corcoran include California State Route 43 from the north and south, and California State Route 137 from the east. Additionally, Corcoran has an Amtrak stop with service to Oakland and Bakersfield.

Land within the city limits totals approximately 7.5 square miles and contains a mix of residential, commercial, agricultural, industrial, and public uses, including California State Prison, Corcoran. As with many towns in the San Joaquin Valley, the city is nearly entirely surrounded by agricultural uses. The "Project Area" considered in the General Plan Enhancement includes all of the land within the City's Sphere of Influence (SOI).

### **2. PROJECT BACKGROUND**

This section provides background information about the General Plan Enhancement.

#### **A. Sustainable Communities Planning Grant**

In August 2010, the City of Corcoran applied for funding from the Sustainable Communities Planning Grant Program. The Sustainable Communities Planning Grant is funded by Proposition 84, the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006. The City received this grant from the California Department of Conservation in 2011 to enhance the City's existing General Plan, particularly concerning improvements to increase the City's sustainability. The City used the awarded grant funds to enhance the General Plan in order to promote sustainable land use and transportation planning and General Plan policy practices that reduce greenhouse gas emissions, as required by Assembly Bill 32 and Senate Bill 375.

#### **B. 2005-2025 Corcoran General Plan and Environmental Impact Report (EIR)**

The 2005-2025 General Plan, adopted by the City in 2007, contains a comprehensive set of goals and policies which will guide development in the city through 2025. The 2005-2025 General Plan would result in 604 additional acres of land designated for residential use, 50 additional acres of commercially designated land, 1,106 additional acres of industrially designated land, and 10 acres of land designated for public facilities. The City of Corcoran certified the Environmental Impact Report (EIR) for the 2005-2025 Corcoran General Plan in November 2007.

The General Plan Enhancement is a separate project from the 2005-2025 General Plan and, as described above, will serve to complement the recent update by further promoting practices that increase sustainability and reduce greenhouse gas emissions. Since much of the analysis from the 2007 General Plan EIR is still relevant, this Initial Study references the 2007 General Plan EIR in this document in order to allow for focused analysis of the changes that would result from implementation of the proposed Project.

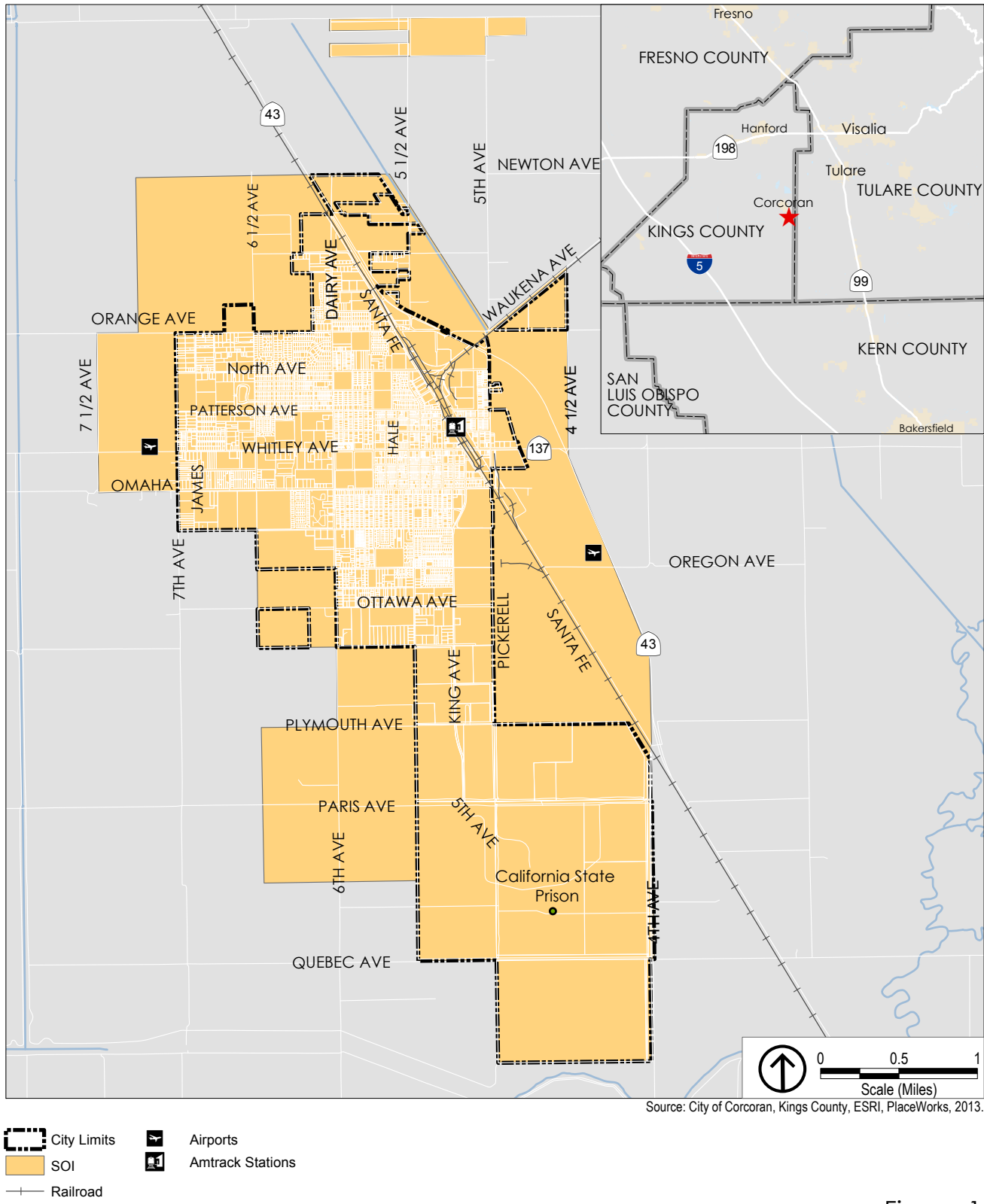


Figure 1  
Regional Location and Vicinity

### **C. 2010 Corcoran General Plan Air Quality Element and EIR**

Air quality in the San Joaquin Valley ranks among the worst in the country for ozone and particulate matter. In 2010, as required by State law for jurisdictions in the San Joaquin Valley, the City of Corcoran adopted a new Air Quality Element and certified the associated EIR. To satisfy State law, Corcoran could have incorporated air quality goals into other parts of the General Plan. However, the City decided to make it a separate General Plan Element in order to convey the importance of the issue to the citizens and leadership of the City. The Element provides a summary of the existing air quality conditions and the existing regulations that apply in Corcoran related to air quality as well as goals, policies, and implementation measures to improve air quality. The proposed Project does not include any changes to the 2010 Air Quality Element.

### **3. PROJECT OVERVIEW**

The General Plan Enhancement is a targeted update to the City's 2005-2025 General Plan. Since the objectives and policies of the 2005-2025 General Plan are still relevant, there was no need for a major overhaul. Instead, the proposed General Plan Enhancement (Project) includes a series of targeted updates to address emerging trends and community concerns, which together will serve to enhance Corcoran's existing long-range planning efforts and, over time, reduce the environmental footprint of the community. The proposed General Plan Enhancement would have the same planning horizon of 2025, and there would be no changes to the Land Use Map or to General Plan land use designations. The proposed Project would add new General Plan policies and other supplemental documents, which would act as implementation tools to enhance the effectiveness of the existing General Plan. Described in more detail below, these components include policy additions, a new Economic Development General Plan Element, a Safe Routes to School Plan, Commercial Design Guidelines, Streetscape Standards, and a Zoning Code update to bring the Code into conformance with the General Plan.

The Project included a public outreach component to identify issues and opportunities, explore options for sustainable development, and to develop and update the goals, policies, and actions in each element of the General Plan, as necessary. Given the nature of the Project, this Initial Study assesses potential impacts at a programmatic-level. Any specific projects allowed or encouraged as a result of, or affected by the passage of the proposed Project, will be subject to project-level review as needed, subject to the provisions of the California Environmental Quality Act (CEQA). Greater detail on the specific components of the Project are provided below in Section 5, Project Components.

### **4. PROJECT OBJECTIVES**

The primary goal of the Project is to develop and implement plans that increase the City's overall sustainability, reduce greenhouse gas emissions, and achieve the following objectives:

- Improve air and water quality
- Promote public health
- Promote equity
- Increase housing affordability
- Promote infill and compact development
- Revitalize urban and community centers
- Protect natural resources and agricultural lands
- Reduce automobile usage and fuel consumption
- Improve infrastructure systems
- Promote water conservation

- Promote energy efficiency and conservation
- Strengthen the economy

These objectives are consistent with the State Planning Priorities, as defined by Government Code 65041.1, as well as Strategic Growth Council objectives.

## **5. PROJECT COMPONENTS**

This section provides an overview of the specific project components of the General Plan Enhancement.

### **A. Targeted General Plan Enhancements**

The City assessed the 2005-2025 General Plan to determine if there were opportunities to enhance efforts related to sustainability, address emerging trends, and to comply with recent State legislation subsequent to the adoption of the 2005-2025 General Plan. The assessment of the General Plan resulted in several new policies, revisions to existing General Plan policies, and reorganization of General Plan Elements. These changes included:

- Updating policies to comply with recent State legislation including the California Complete Streets Act (AB 1358), and flood protection legislation (AB 162 and associated bills).
- Preparing new policies to support the Commercial Design Guidelines, Streetscape Standards, and a Safe Routes to School Plan.
- Incorporating the new Economic Development Element.
- Reorganizing the Land Use Element and the Community Design Element to eliminate repetitiveness.
- Augmenting the Safety Element to address hazardous materials.

As noted above, none of the General Plan changes affected the existing General Plan land use designations. A summary of the General Plan changes can be found in Appendix A.

### **B. Economic Development Element**

As part of the General Plan Enhancement, the City added a new Economic Development Element. This new Element contains the community's long-term vision, goals, and policies for the economic development of the city. The vision, goals, and policies are long-term; meaning that they are intended to remain fairly constant for anywhere between ten and twenty years. Although the Economic Development encourages additional non-residential growth, the growth would not be beyond what the 2007 General Plan EIR already anticipated and analyzed.

The Economic Development Element is split up into sections that cover economic development planning, quality of life, expanded job opportunities, diversifying the economy, entrepreneurship, downtown revitalization, tourism, education and culture, as well as regional partnerships. Success in these areas is built on three main pillars identified in the community vision. First, using a bottom down approach, the Element empowers the City to integrate economic development thinking among all City staff. Secondly, using the economic development strategy to engage civic groups and organizations, will promote a community-wide effort to enhance the Corcoran economy. Lastly, thinking about what goes on outside of the borders of Corcoran will encourage thoughtful collaboration with regional partners.

### **C. Safe Routes to School Plan**

The Safe Routes to School (SRTS) Plan, prepared in coordination with the Corcoran School District, has three primary purposes:

- First, the SRTS Plan aims to create safer environments for school-age children to walk or bike.
- Second, the SRTS Plan attempts to bring awareness to the importance and benefits of walking and biking to school.
- Finally, the SRTS Plan seeks to increase the number of children who walk or bike to school.

In order to accomplish these objectives, the SRTS Plan identifies barriers to walking and biking to school and recommends physical improvements, as well as educational and encouragement strategies. This process began with an audit of the current biking and pedestrian network, performed in December 2012. This was followed by a series of workshops and a survey, carried out in order to collect information and solicit recommendations from the people currently using the walking and biking network. The SRTS Plan contains the findings of these efforts, as well as strategies for implementation of the SRTS Plan. As shown in Figure 2, the SRTS Plan identifies locations for crosswalk and intersection improvements and identifies the major school routes where a range of improvements are needed, including:

- Closing sidewalk gaps.
- Adding pedestrian crosswalks.
- Installing curb ramps.
- Striping existing and proposed bike lanes.
- Installing traffic calming measures (ex. speed humps, raised crosswalks, pedestrian bulb-outs, landscaped medians).

The SRTS Plan is intended to be a “living” document that will be consistently monitored, evaluated, and updated at least every five years.

### **D. Commercial Design Guidelines and Streetscape Standards**

The Commercial Design Guidelines and Streetscape Standards provide additional design guidance for new commercial structures and roads. The purpose of the Commercial Design Guidelines is to aid potential developers and City staff in ensuring consistency with the community vision, as identified in the General Plan. The recommendations in the Commercial Design Guidelines attempt to build on Corcoran’s historic architecture while incorporating state-of-the-art urban design elements that improve the human environment and incorporate environmentally friendly design techniques.

The Commercial Design Guidelines address both building and streetscape designs in Corcoran’s commercial areas. The document begins with guiding principles that address core topics, such as Corcoran’s community character, pedestrian-friendliness, and sustainability. The first section provides commercial building design guidelines with regard to site planning, building design, and landscape design. This section also specifically addresses Downtown’s buildings and landscape. The second section, Streetscape Standards, provides design direction for streets in Corcoran’s commercial areas, which is split into General Streetscape Standards and specific guidelines pertaining to the Downtown core blocks, other Downtown blocks, auto-oriented commercial corridors, and railroad-adjacent commercial blocks.

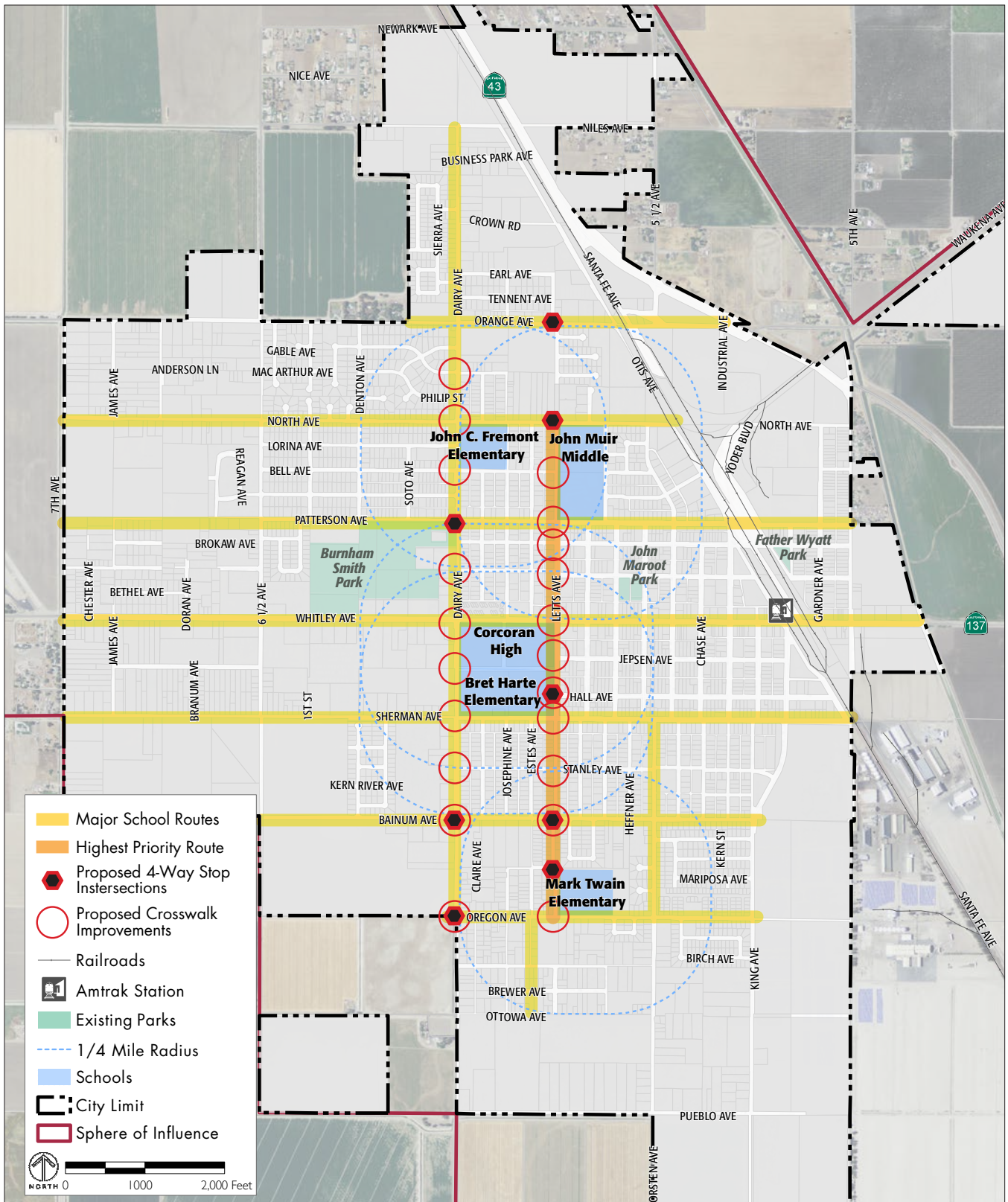


Figure 2  
Major School Routes Map



### **E. Zoning Code Update**

The proposed amendments to Corcoran's Zoning Code are intended to create a more user-friendly, succinct, and easy to understand document, as well as to bring the Code into conformance with the updated General Plan and State regulations. The Zoning Code was crafted over a nine month period with significant input from the Planning Commission. The amendments do not change the City's existing zoning map and zoning districts, and would not result in additional growth beyond what is expected from the existing Zoning Code. As detailed in Appendix B, the specific amendments to the Zoning Code include:

- Clarifying and updating zoning district standards and procedures.
- Adding Industrial Park, PUD, Residential Manufactured Housing, and Airport Overlay Zones.
- Revising the Commercial Service zoning district to allow emergency shelters by right.
- Adding a new chapter for fences, walls, and screening standards to eliminate redundancies under various zoning districts.
- Adding a new chapter on landscaping.

### **6. GENERAL PLAN ENHANCEMENT IMPLEMENTATION**

The General Plan Enhancement is scheduled for adoption by the City Council in September 2014. Once adopted, General Plan goals, policies, and strategies would be implemented by the City through specific public works and capital improvement projects, and through the approval process for private development projects, such as site, architectural, and environmental review.

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## ENVIRONMENTAL CHECKLIST

### A. AESTHETICS

ISSUES (AND SUPPORTING INFORMATION SOURCES)	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### DISCUSSION:

- a) Scenic vistas are generally described as expansive, long-range, and publicly accessible views. Scenic views in Corcoran include views of the coastal mountains to the west. These mountains rise to an elevation of approximately 3,000 feet. Additionally, on days with high visibility, the Sierra Nevada Mountains to the east can be viewed. While the Corcoran General Plan does not designate official scenic vistas, the Community Design and Land Use Elements do contain policies which would serve to preserve existing views. Community Design Element Policy 7.29 calls for tall, dominating structures to 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. Land Use Element Policy 1.4 calls for the City to further develop existing gateways and at some point 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.

While the Safe Routes to School Plan does recommend physical improvements, these improvements would enhance the walking and biking network and would not interfere with any scenic vistas in Corcoran. In addition, the Commercial Design Guidelines, Streetscape Standards, and Zoning Code provide additional regulation and guidance and do not propose physical changes with the potential to significantly affect expansive views. Therefore, little to no impact to scenic vistas would occur as a result of implementation of these components of the project.

The proposed Economic Development Element would promote the expansion and creation of non-residential uses in the Project Area. However, provisions in the Municipal Code, including those related to the design, size, and siting of commercial signage, contained in the updated Zoning Code Chapter 11-19, would prevent potential impacts to scenic vistas. Additionally, Chapter 11-8 of the updated Zoning Code provides for the creation of Resource Conservation and Open Space Districts. The purpose of these districts is to provide permanent open space in areas of the community that exhibit, among other things, significant scenic qualities. This is accomplished by providing special use and development standards in these areas which dictate the

types of uses that are permitted and which uses would require further review through the conditional use permit process. Additionally, the Zoning Code contains regulation on physical characteristics within these districts, including limits to building height and provisions related to setbacks.

In addition, should any of the recommendations contained in the proposed Project be implemented, separate California Environmental Quality Act (CEQA) review would be required and impacts to scenic vistas would be mitigated when feasible. Therefore, a *less-than-significant* impact would result.

- b) There are no State designated scenic highways in the vicinity of the Project site and, therefore, there would be *no impact*.
- c) The existing visual character of the Project site is made up of a rural atmosphere with a small town feel. As mentioned in the Project Description, the city is nearly entirely surrounded by agricultural land. Commercial development is concentrated in the downtown area and along both sides of Whitley Avenue, which runs east-west through roughly the center of the city. Industrial development is concentrated around the railroad tracks and on the east side of town. Residential development is dispersed throughout the city. The Corcoran State Prison and associated facilities are located approximately one mile south of the developed portion of the community.

The City's Community Design Element contains policies and goals which serve to preserve and enhance the visual character of the city. Relevant policies include, but are not limited to, the following:

- Policy 7.25 calls for buildings on a site to 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.
- Policy 7.26 calls for the height and scale of new development to 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.

In addition, the Zoning Code update includes new standards for building setbacks and massing; requirements for trash enclosures; and modified standards for mobile homes and manufactured housing, fences, walls, and landscaping. These new standards would improve the overall visual character of the city by requiring more cohesive urban design. These policies, in conjunction with other Zoning Code provisions, including site plan review requirements in Chapter 11-22 of the updated Zoning Code, would maintain and enhance the visual character of the city. Therefore, a *less-than-significant* impact would result.

- d) Any growth in Corcoran would result in increased urban development, which may increase light and glare impacts. Common sources of light and glare are advertising signs, streetlights, and light or reflective surfaces of buildings. These impacts were assessed in the 2007 General Plan EIR. The Project does not increase development potential above what has already been analyzed in the General Plan EIR. The amount of light and glare anticipated from existing and future uses would need to conform to all regulations regarding light and glare. Such regulations include Community Design Element Policy 7.14, which calls for the City to require site plan review procedures for all single and multifamily residential developments, including provisions for outdoor lighting, and Policy 7.24, which calls for the City to continue site plan review procedures for all commercial and industrial development, including provisions for outdoor lighting. Finally, the Commercial Design Guidelines and Streetscape Standards component of the proposed Project would serve to reduce excessive light or glare. An example is Commercial Design Guideline 5.d, which calls for all outdoor lighting

to be oriented toward the ground and fully shielded to prevent unwanted light from spilling onto adjacent properties. Adherence to these policies and regulations would result in a *less-than-significant* impact.

**No mitigation is required or necessary.**

## B. AGRICULTURE AND FORESTRY RESOURCES

ISSUES (AND SUPPORTING INFORMATION SOURCES)	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Would the project:				
a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or of conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## DISCUSSION:

- a) The Safe Routes to School Plan includes recommendations to improve the walking and biking network in Corcoran and does not propose any land use changes. Similarly, the Commercial Design Standards, Streetscape Standards, and Zoning Code provide additional regulation and guidance for new development, but would not generate any specific development projects that would convert agricultural land to non-agricultural uses. However, the Economic Development Element does contain policies that would encourage the development of non-residential uses which could potentially convert agricultural land to non-agricultural uses, depending on the location of the new commercial uses. The potential future conversion of farmland to non-farmland permitted under the 2005-2025 General Plan was analyzed in the 2007 General Plan EIR and found to be a significant and unavoidable impact.<sup>1</sup> The proposed Project would not affect this analysis as the proposed Project does not make any changes to the City's adopted General Plan land use and zoning maps which guide the amount, location, and type of population growth in Corcoran. Therefore, since the proposed Project would not alter land use regulation in this way, a *less-than-significant impact* would result.

<sup>1</sup> As seen in table ES-1 of the 2007 General Plan DEIR, conversion of 2,705 acres of agricultural land within the SOI was found to be a significant and unavoidable impact.

- b) As shown on Figure 3.2-3 of the 2007 General Plan EIR, there are 1,761 acres of land under Williamson Act contracts within the Planning Area. According to the General Plan EIR, land currently under a Williamson Act contract, which was not protested by the City, will neither be rezoned nor developed for non-agricultural use until the contract has expired. The proposed Project would not affect this analysis. Moreover, as discussed above, while the proposed Economic Development Element would encourage the expansion and creation of commercial and industrial uses, the proposed Project would not alter the land use regulations pertaining to any parcels in the Planning Area and, therefore, would not contribute to a conflict with existing zoning for agricultural use or a Williamson Act contract. Therefore, a *less-than-significant* impact would result.
- c-d) According to the California Department of Forestry and Fire Protection (CAL FIRE), there are no significant forestry resources in the Planning Area.<sup>2</sup> Therefore, *no impact* would result in this respect.
- e) As discussed above, no part of the proposed Project would directly convert agricultural or forestry resources to non- agricultural or non- forest use. The 2007 General Plan EIR assessed the potential conversion of farmland to non-agricultural use and the conversion of forest land to non-forest use. The results of this analysis are discussed above. The proposed Project contains the new Economic Development Element which would encourage the expansion and creation of commercial and industrial uses in the city, which could put pressure on agricultural uses to be converted to non-agricultural uses. However, since this new development would be required to be consistent with other City policies protecting agricultural land, the potential impacts of new commercial or industrial development would not affect the analysis contained in the General Plan EIR. Additionally, the Kings County Right to Farm Ordinance would adequately protect agricultural land uses from nuisance complaints filed by adjacent non- agricultural uses and subsequent CEQA review would review and mitigate this issue on a project specific basis.<sup>3</sup> This would serve to minimize the Project's impact on agricultural resources to the maximum extent practicable and, therefore, a *less-than-significant* impact would result.

**No mitigation is required or necessary.**

### C. AIR QUALITY

ISSUES (AND SUPPORTING INFORMATION SOURCES)	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<sup>2</sup> The State of California Department of Forestry and Fire protection, 2007, Fire Resources and Assessment Program, The Management Landscape.

<sup>3</sup> Kings County, 1996, Right to Farm Ordinance, ordinance number 546.1.

ISSUES (AND SUPPORTING INFORMATION SOURCES)	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project area is in non-attainment under applicable federal or State ambient air quality standards (including releasing emissions which exceed quantitative Standards for ozone precursors or other pollutants)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## DISCUSSION:

- a)-b) In addition to State and federal regulations, the San Joaquin Valley Air Pollution Control District (SJVAPCD) has produced a variety of plans meant to protect and improve air quality in Corcoran and the surrounding area. These include plans concentrated on carbon monoxide reduction; emissions inventories for area sources, point sources, mobile source and natural sources; health risk reduction; ozone standards, including attainment with the EPA's 1-hour and 8-hour standards; and particulate matter reduction. The proposed Project largely represents changes in policy with only a few opportunities for physical impacts on the environment. However, the Safe Routes to School Plan and Economic Development Element have the potential to create physical impacts to the environment. The Safe Routes to School Plan proposes improvements to the street and sidewalk network to encourage walking and biking in Corcoran. The Economic Development Element includes policies to encourage non-residential development in Corcoran. Both of these components merely make recommendations and this Initial Study would not serve as the environmental review for potential future development projects allowed by the proposed Project.

The 2007 General Plan EIR found that the additional development associated with buildout of the General Plan would increase criteria air pollutants in an area that is currently designated as a non-attainment area, and a significant and unavoidable impact was expected to result. Since the proposed Project would not alter the regulation of land uses, and since future projects allowed under the proposed Project would be subject to subsequent CEQA review, the proposed Project would not alter the General Plan EIR's analysis. Moreover, implementation of the recommendations contained in the Commercial Design Guidelines and Streetscape Standards would result in a neutral impact to air quality or potentially improve air quality standards by promoting street trees and increasing walking and biking access, as well as access to transit. In addition, the recommendations from the Safe Routes to School Plan would reduce existing air quality impacts in Corcoran due to a decrease in vehicle trips associated with parents driving children to and from school. Therefore, the proposed Project would not conflict with the SJVAPCD air quality plans and would have a *less-than-significant* impact.

- c) The San Joaquin Valley Air Basin (SJVAB) is designated as non-attainment for the federal and State ozone, and PM<sub>2.5</sub> ambient air quality standards.<sup>4</sup> As discussed above, the 2007 General Plan EIR found that the additional development associated with buildout of the General Plan would increase criteria air pollutants in an area that is currently designated as a non-attainment area, and a significant and unavoidable impact was expected to result. Implementation of the recommendations for physical changes contained in the Safe Routes to School Plan and Economic Development Element would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants. However, as discussed above, the proposed Project would not alter land use regulation in a way that would affect the analysis contained in the 2007 General Plan EIR. Moreover, potential future projects allowed or encouraged under the proposed Project would be required to undergo separate project-level review. Additionally, new construction is subject to SJVAPCD's Indirect Source Rule and Regulation VIII. The indirect source review rule requires mitigation and/or emission offsets for construction activities. Regulation VIII requires developers and construction contractors to develop dust control plans and implement measures to reduce emissions during construction. Construction work that is performed in accordance with the SJVAPCD's rules and regulations, and implements construction air pollutant control measures, would not be expected to result in significant air quality impacts. Moreover, with respect to the Safe Routes to School recommendations and Streetscape Standards, as discussed above, these improvements would have the potential to reduce vehicle trips and increase pedestrian and biking activities, which would improve air quality in Corcoran. Therefore, given the regulations surrounding construction, the anticipated long-term outcome of the proposed recommendations, and the required analysis in future CEQA review, the proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project Area is in non-attainment under federal or State ambient air quality standards. Therefore, a *less-than-significant* impact would result.
- d) The proposed Project would not expose sensitive receptors to substantial pollutant concentrations in the long-term. During the potential construction of the recommended improvements, (which as discussed above would be subject to separate CEQA review), sensitive receptors could be exposed to particulate matter from construction vehicle exhaust and dust stirred up as a result of construction activities. The 2007 General Plan EIR found that, while a potentially significant impact existed with respect to construction emissions related to buildout of the General Plan, (Impact #3.3.2.2 from the General Plan EIR) compliance with the SJVAPCD's required regulations and the additional enhanced construction mitigation measures contained in the General Plan EIR would mitigate this impact to a less-than-significant level. Implementation of the proposed Project would not affect this analysis. Adherence to Mitigation measure 3.3.2.2 in the General Plan EIR would prevent significant impacts related to projects permitted under the 2005-2025 General Plan which incorporate elements of the proposed Project. Therefore, a *less-than-significant* impact would result with respect to the exposure of sensitive receptors to substantial pollutant concentrations.
- e) Future implementation of the proposed Project could result in the emission of minor odors produced by construction vehicles, materials, and equipment during the construction period. The odors would be minimal, temporary, and mitigated when feasible. The 2007 General Plan EIR found that there are no components of the General Plan which would generate objectionable odors and a less-than-significant impact was anticipated to result. In addition, General Plan Air Quality Element Policy 6.5.b. calls for the City to 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. Since

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<sup>4</sup> United States Environmental Protection Agency, Green Book, <http://www.epa.gov/oaqps001/greenbk/ancl.html>, accessed January 6, 2014.



land use regulations would not be changed in a way that would modify this analysis, and implementation of General Plan policies would reduce potential impacts, a *less-than-significant* impact would result with respect to objectionable odors associated with implementation of the proposed Project.

**No mitigation is required or necessary.**

#### **D. BIOLOGICAL RESOURCES**

ISSUES (AND SUPPORTING INFORMATION SOURCES)	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### **DISCUSSION:**

- a–c) Special status species known or expected to occur in the vicinity of Corcoran include Earlimart orache (*Atriplex erecticaulis*), heartscale (*Atriplex cordulata*), recurved larkspur (*Delphinium recurvatum*), subtle orache (*Atriplex subtilis*), bluntnosed leopard lizard (*Gambelia sila*), burrowing owl (*Athene cunicularia*), mountain plover (*Charadrius montanus*), San Joaquin kit fox (*Vulpes macrotis mutica*), Swainson’s hawk (*Buteo swainsoni*), Tipton kangaroo rat (*Dipodomys nitratoideis nitratoideis*), tricolored blackbird (*Agelaius tricolor*),

and western pond turtle (*Actinemys marmorata*).<sup>5,6</sup> The Safe Routes to School Plan includes recommendations to improve the walking and biking network in Corcoran and does not propose any land use changes that would impact biological resources. The Commercial Design Standards, Streetscape Standards, and Zoning Code provide additional regulation and guidance for new development, but would not generate any specific development projects that could affect biological resources. The Economic Development Element contains policies that would encourage the development of non-residential uses, which could potentially affect biological resources. However, adherence to the 2007 General Plan EIR Mitigation Measures 3.4.1 – 3.4.3 would reduce any potential impacts to a less than significant level. In addition, implementation of any potential physical changes would be subject to separate environmental review in accordance with the CEQA statute and, if an impact would occur, would be required to implement the mitigation measures identified in the 2007 General Plan EIR. Therefore, a *less-than-significant* impact would result in this respect.

- d) According to the 2007 General Plan EIR, the Project Area is not located in a designated wildlife corridor or migratory corridor for sensitive species. However, the Project Area is within the Pacific Flyway for waterfowl, a regionally significant migratory bird corridor. Although the Project Area is not identified as a wildlife nursery, there is the potential for any new development to impact breeding birds and active nests.<sup>7</sup> As discussed above, the construction of any potential physical improvements associated with the proposed Project would be subject to separate environmental review in accordance with the CEQA statute. If any impacts were to occur, they would be subject to the 2007 General Plan EIR Mitigation Measure 3.4.1-3, which requires a pre-construction survey to assess the presence of nesting birds and a 500-foot buffer surrounding any nests, if found on site, or approval from the California Department of Fish and Game if any nest must be removed. Therefore, a *less-than-significant* impact would result.
- e) Chapter 11-8 of the updated Zoning Code provides for the creation of Resource Conservation and Open Space Districts. The purpose of these districts is to provide permanent open space in areas of the community that exhibit, among other things, significant vegetation and wildlife. The proposed changes to the Zoning Code, included as a part of the proposed Project, would not affect this portion of the Code. Moreover, upon Project approval, the other components of the proposed Project would be required to be in compliance with this section of the Municipal Code. Therefore, *no impact* would result in this respect.
- f) There are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or State Habitat Conservation Plans applicable in the vicinity of the Project Area. Therefore, *no impact* would result in this respect.

**No mitigation is required or necessary.**

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<sup>5</sup> California Department of Fish and Game, 2005. California Natural Diversity Data Base, California Department of Fish and Game, Sacramento, CA.

<sup>6</sup> California Native Plant Society (CNPS), 2005. Inventory of Rare and Endangered Plants (online edition, v6-05b 4-11-05). Rare Plant Scientific Advisory Committee. California Native Plant Society, Sacramento, CA.

<sup>7</sup> City of Corcoran, 2006. *General Plan Update 2007 Draft Environmental Impact Report*, page 3-46.

## E. CULTURAL RESOURCES

ISSUES (AND SUPPORTING INFORMATION SOURCES)	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### DISCUSSION:

- a-d) Historic and cultural resources are protected by federal and State regulations and standards, including the Historic Sites Act, the National Historic Preservation Act, the California Public Resources Code, and CEQA. The Safe Routes to School Plan includes recommendations to improve the walking and biking network in Corcoran and does not propose any land use changes. In addition, the Commercial Design Standards, Streetscape Standards, and Zoning Code provide additional regulation and guidance for new development, but would not generate any specific development projects that would impact historical and cultural resources. While, the Economic Development Element does contain policies that would encourage the development of non-residential uses which could potentially affect historical and cultural resources, the General Plan includes policies that would prevent or mitigate potential impacts to historical and cultural resources. The Open Space, Conservation, and Recreation Element Policy 5.27 calls for the City to consult with the Central California Information Center at California State University, Bakersfield for advice regarding projects that could impact cultural resources. In addition, the Open Space, Conservation, and Recreation Element Policy 5.28 calls for the City to avoid impacts to cultural resources where feasible, and to consult with a historian or archaeologist to recommend appropriate mitigation measures when an impact may occur. Furthermore, any future projects that would result from the proposed Project, with the potential to impact historical and cultural resources, would be required to undergo separate project-level review, as required by CEQA. Implementation of the policies identified above, as well as compliance with federal and State laws, would reduce potential impacts from new construction and proposed modifications to historical architectural and cultural resources to a *less-than-significant* level.

**No mitigation is required or necessary.**

## F. GEOLOGY AND SOILS

ISSUES (AND SUPPORTING INFORMATION SOURCES)	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides, mudslides or other similar hazards?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

### DISCUSSION:

- a) The California Geologic Survey does not list the City of Corcoran on its list of cities affected by Alquist-Priolo Earthquake Fault Zones.<sup>8</sup> However, as stated in the 2007 General Plan EIR, Corcoran is located in a seismically active area and there is potential for seismic activity in the Project Area. However, the safety risk to people resulting from seismic activity would be significantly decreased by adherence to all relevant building codes, including the California Building Code (CBC) which is based on the 1997 Uniform Building Code, but has been modified for California conditions. On March 3, 2014, the Corcoran City Council adopted the 2013 California Building Standards Code (Title 24, California Code of Regulations). . Additionally, adherence to goals and policies contained in the Corcoran General Plan pertaining to seismic safety would further reduce associated risks. These policies include Safety Element Policies 4.2 and 4.30 which calls for the City buildings to conform with the Uniform Building Code's Uniform Code for the Abatement of Dangerous Buildings and to continue to implement the seismic safety requirements of the latest adopted Building Codes as they apply to new construction, remodeling, retrofitting, etc. Additionally, Safety Element Policy 4.1 calls for the City to maintain its emergency preparedness, including evacuation procedures, to address potential

<sup>8</sup> State of California Department of Conservation, Department of Conservation website, <http://www.quake.ca.gov/gmaps/WH/regulatorymaps.htm>, accessed April 25, 2014.

natural and man-made hazards. Therefore, the existing regulatory framework, as well as subsequent CEQA review of projects which implement components of the proposed Project, would be adequate to minimize potential impacts related to the exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death. Therefore, a *less-than-significant* impact would result in this respect.

- b) The Project Area is relatively flat with limited potential for significant amounts of erosion. Additionally, as discussed above, adherence to the regulatory framework in place, including the CBC, and subsequent environmental review of projects which implement the proposed Project would serve to adequately minimize any potential impacts with respect to substantial soil erosion or the loss of topsoil. As a result, a *less-than-significant* impact would occur.
- c-d) Subsequent development projects which implement the proposed Project would not only, be subject to separate project-level CEQA review, but also would be required to adhere to all regulations pertaining to construction, including the CBC and Title 9, Building Regulations, of the Corcoran Municipal Code. Therefore, adherence to the existing regulatory framework, including the General Plan, would be adequate to reduce any potential impacts to a *less-than-significant* level.
- e) None of the recommendations for physical improvements which are allowed or encouraged under the proposed Project would involve the construction of septic tanks or any alternative waste water disposal systems. As described above, the proposed Economic Development Element would encourage the expansion and creation of new commercial and industrial uses in Corcoran. However, Policy 8.11 in the 2005-2025 General Plan calls for the City to require the connection of existing and new businesses, residents, and industries to the City's water and sewer connection. As a result, adherence to General Plan policies would result in *no impact* with respect to alternative waste water disposal systems associated with the proposed Project.

**No mitigation is required or necessary.**

## G. GREENHOUSE GAS EMISSIONS

ISSUES (AND SUPPORTING INFORMATION SOURCES)	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Would the project:				
a) Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## DISCUSSION:

- a) Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as greenhouse gas (GHGs), into the atmosphere. The primary source of these GHGs is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs - water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and ozone (O<sub>3</sub>) - that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHGs iden-

tified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide (N<sub>2</sub>O), sulfur hexafluoride (SF<sub>6</sub>), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons. Water vapor (H<sub>2</sub>O) is the most prevalent GHG and the most variable in its phases (e.g., vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant.<sup>9</sup>

The proposed Project seeks to promote practices that would reduce greenhouse gas emissions in accordance with the California legislature's passage of AB 32 and SB 375. The Safe Routes to School Plan, Commercial Design Guidelines, Streetscape Standards, and Zoning Code would not result in direct or indirect population or employment increases. Therefore, these plans would not generate additional GHG emissions. Furthermore, the Safe Routes to School Plan would serve to reduce vehicle trips. The Economic Development Element includes policies that encourage the development of non-residential development. However, new non-residential development would occur in areas already designated for such uses and was already analyzed as part of the 2007 General Plan EIR. As such, there would not be any additional GHG emissions that would result from this Project. Additionally, while some GHG emissions would result from construction activities associated with implementation of the proposed Project, these construction activities would be separately reviewed and mitigated, as required by CEQA. Therefore, with respect to the generation of GHG emissions, a *less-than-significant* impact would result.

- b) The City of Corcoran does not have a standalone GHG reduction plan, nor does it have provisions in its General Plan relating to GHG emissions. Pursuant to SB 375, the Kings County Association of Governments has the responsibility to prepare a Sustainable Communities Strategy (SCS) as a part of the Regional Transportation Plan (RTP). The SCS sets forth a forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, is intended to reduce greenhouse gas (GHG) emissions from passenger vehicles and light trucks to achieve the regional GHG reduction targets set by the California Air Resources Board (ARB). By recommending improvements to the transportation network which would increase the ease of travel for pedestrians and cyclists, the number of vehicle trips has the potential to be reduced, which would be in-line with the overarching goals of the RTP/SCS and SB 375. Therefore, the proposed Project would not conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs, and *no impact* would result in this respect.

**No mitigation is required or necessary.**

## H. HAZARDS AND HAZARDOUS MATERIALS

ISSUES (AND SUPPORTING INFORMATION SOURCES)	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<sup>9</sup> Intergovernmental Panel on Climate Change, 2001, Third Assessment Report: Climate Change 2001, New York: Cambridge University Press.

ISSUES (AND SUPPORTING INFORMATION SOURCES)	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### DISCUSSION:

- a-b) The proposed Project does not include specific development projects which involve the transport, use, or disposal of hazardous materials. The proposed Economic Development Element would encourage the expansion and creation of commercial and industrial uses in the Project Area. Some of these potential future industrial operations could involve the transport of hazardous materials. However, adherence to City hazardous materials regulations would help reduce the exposure to hazardous materials. According to the updated Corcoran Zoning Code Section 11-7-3 B.1.2, the City shall not permit any industrial use that could be hazardous to the surrounding population. In addition, Safety Element Policy 4.21 calls for the City to require EIRs for all projects in areas of extreme hazard. Air Quality Element Policy 6.5.b. calls for the City to 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. Additionally, subsequent environmental review of specific development projects would assess the use of construction related chemicals (e.g. paint, concrete, asphalt), and mitigate impacts when feasible. Moreover, should the operation of a new use encouraged by the Economic Development Element have the potential to involve the routine transport of hazardous materials, adherence to the Corcoran Municipal Code and implementation of the policies in the General Plan would serve to reduce potential impacts to a *less-than-significant* level.

In the long term, no aspect of the Project would have the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school. There could be short term construction-related impacts from the implementation of the Safe Routes to School Plan and the Economic Development Element. However, any impacts associated with the implementation of the SRTS Plan and Economic Development Element would be reviewed and mitigated when feasible in subsequent environmental review, in accordance with the CEQA statute. Construction work would be performed in accordance with the SJVAPCD rules and regulations. Thus, a *less-than-significant* impact would occur.

- c) There is one hazardous material site, as defined by Government Code Section 65962.5, within the Project Area. This site, located at 6991 Nevada Avenue, consists of an approximately 10-acre fenced rectangular parcel that had been developed for pesticide mixing and housing fertilizer, and includes a retail operation. While this site is adjacent to the Project Area (approximately 2 miles north of Downtown) none of the potential effects of the proposed Project would be directly affected by the site or create a significant hazard to the public or the environment. Therefore, the presence of this site and its proximity to the Project Area would have a *less-than-significant* impact in this respect.
- d) The proposed Project includes a new General Plan policy that would reduce the risks associated with hazardous materials sites. Safety Element Policy 4.22 requires that, in areas historically used for commercial or industrial uses, developers conduct the necessary level of environmental investigation to ensure that soils, groundwater, and buildings affected by hazardous material releases from prior land uses and lead or asbestos present in building materials will not have a negative impact on the natural environment or health and safety of future property owners or users.

In addition, the US EPA provides oversight and supervision for site investigations and remediation projects, and has developed land disposal restrictions and treatment standards for the disposal of certain hazardous wastes. US EPA oversight, combined with the implementation of existing and new General Plan policies, would result in a *less-than-significant* impact.

- e) The Corcoran Airport is located within the Project Area and is within the jurisdiction of the Kings County Airport Land Use Compatibility Plan. The proposed Project would not conflict with any aspect of the Kings County Land Use Compatibility Plan and, thereby, would not result in a safety hazard for people residing or working in the Project Area. Moreover, as a part of the changes to the Zoning Code, which are a part of the proposed Project, an Airport Environs Overlay Zone has been added to address the safety of the areas in the vicinity of Corcoran's local airport. Therefore, the proposed Project would help reduce airport land use conflicts and a *less-than-significant* impact would result.
- f) The Salyer Farms Airport is located within the Project Area. None of the potential physical changes that are expected to result from the proposed Project would have any impact on the Salyer Farms Airport. Therefore, the proximity of the airport to the Project Area would not result in a safety hazard for people residing or working in the Project Area. Therefore, a *less-than-significant* impact would result.
- g) The 2008 Kings County Emergency Operations Plan (EOP) establishes emergency procedures and policies, and identifies responsible parties for emergency response in the county. The proposed Project would not interfere with the EOP as there are General Plan policies in place to prevent new projects from interfering with emergency response or evacuation plans. Safety Element Policy 4.1 requires the City to maintain its emer-



agency preparedness and develop procedures in coordination with the Kings County's Emergency Operations Plan. In addition, Safety Element Policy 4.5 calls for the City to provide adequate access to emergency vehicles and Policy 4.6 calls for the City to monitor the need for additional public safety facilities and equipment. Adherence to all relevant General Plan policies pertaining to emergency response would eliminate potential conflicts with the EOP and result in a *less-than-significant* impact.

- h) The City of Corcoran is primarily surrounded by agricultural land and danger from wildland fire is considered low. The majority of the Project Area is not designated by CAL FIRE as having the potential for severe fire hazards. Only small portions are designated as having a moderate fire risk.<sup>10</sup> Adherence to policies within the General Plan would help reduce risks from wildland fires. Safety Element Policy 4.6 which calls on the City to monitor the need for law enforcement, fire, and other emergency services personnel as the city grows and Safety Element Policy 4.3 calls for the City to conduct joint training exercises between local fire and law enforcement personnel to develop coordinated action in fire suppression, traffic, and crowd control. The low relative risk in combination with the existing General Plan policies is adequate to minimize the risk of wildland fires in the Project Area to a *less-than-significant* level.

**No mitigation is required or necessary.**

## I. HYDROLOGY AND WATER QUALITY

ISSUES (AND SUPPORTING INFORMATION SOURCES)	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a significant lowering of the local groundwater table level?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<sup>10</sup> California Department of Forestry and Fire Protection, 2007, Draft Fire Hazard Severity Zones in LRA.

ISSUES (AND SUPPORTING INFORMATION SOURCES)	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## DISCUSSION:

- a) The proposed Project does not have the potential to violate water quality standards or waste discharge requirements. As discussed above, the proposed Project does not contain specific development proposals and implementation of the recommendations contained in the Safe Routes to School Plan and Economic Development Element would be subject to separate project-specific CEQA review. Moreover, while the proposed Economic Development Element would encourage the expansion and creation of commercial and industrial uses, policies contained in the existing General Plan would minimize the potential for negative impacts, including Land Use Element Policy 1.37, which calls for the City to encourage industries that would not impact water quality. Additionally, Public Services and Facilities Element Policy 8.10 calls for the City to require industrial sewage pretreatment for dischargers that have high biological treatment demands or other highly concentrated constituents. As a result of these mitigating factors, a *less-than-significant* impact would result.
- b) The recommendations for physical improvements within the Safe Routes to School Plan would not require additional long-term groundwater supplies and, thus, would not have an impact on groundwater supplies or groundwater recharge. While the proposed Economic Development Element would encourage the expansion and creation of commercial and industrial uses that would likely require groundwater supply, Public Services and Facilities Element Policy 8.12 requires that sufficient water supply be in place prior to project approval. Furthermore, the Design Guidelines and Streetscape Standards contain a variety of guidelines relating to water conservation and landscape design with consideration for plant types suited to Corcoran's San Joaquin Valley climate. These guidelines and General Plan policy would serve to improve conservation of water use and protect potential depletion of groundwater supplies. Therefore, a *less-than-significant* impact would result.
- c-f) The Safe Routes to School Plan, particularly the recommendations to close gaps in the sidewalk system, would result in a slight increase in impervious surfaces. In addition, Economic Development Element policies that encourage the expansion of commercial and industrial uses could create additional impervious surfaces. However, any future projects that result from the proposed Project would be evaluated in subsequent environmental review. In addition, adherence to the Corcoran Urban Water Management Plan 2010 would further ensure that any potential impacts related to drainage and stormwater discharge are minimized to the maximum extent practicable. Furthermore, the Design Guidelines and Streetscape Standards components of

the proposed Project contain landscape design recommendations which would aid in stormwater management to reduce stormwater runoff. A *less-than-significant* impact would result.

- g) The proposed Project does not include housing. *No impact* would result.
- h) According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, portions of the Project Area are within the 100-year flood hazard area.<sup>11</sup> The Safe Routes to School Plan would guide infrastructure improvements to enhance the walking and biking network in Corcoran and would not generate additional structures. The guidelines in the Commercial Design Guidelines, Streetscape Standards, and Zoning Code would merely provide additional regulation and guidance for new development, but would not generate any specific development projects. The Economic Development Element could encourage new growth that could create structures within a 100-year flood zone. However, adherence to Safety Element Policy 4.15, which calls for the City to implement FEMA regulations and design guidelines to address 100-year flood events, would mitigate any potential impacts to flood flows. Therefore, associated impacts would be *less-than-significant*.
- i) The Safe Routes to School Plan would guide infrastructure improvements to enhance the walking and biking network in Corcoran and would not generate additional population or structures. In addition, the Commercial Design Guidelines, Streetscape Standards, and Zoning Code Update would merely regulate new construction, but would not induce new growth. The Economic Development Element could encourage new growth which could expose additional people and structures to flooding hazards. However, the 2005-2025 General Plan includes policies to protect Corcoran residents and structures from flooding risks. As discussed above, Safety Element Policy 4.15 calls for the City to implement FEMA regulations and design guidelines to address 100-year flood events. In addition, Safety Element Policy 4.17 calls for the City to work with the Cross Creek Flood Control District to ensure levees near Corcoran are adequately monitored. Lastly, Corcoran is not within a dam inundation area. Therefore, adherence to General Plan policies would reduce any impacts to a *less-than-significant* level.
- j) Since the Project Area is not located near an ocean, lake, or other body of water, Corcoran is not subject to inundation by seiche or tsunami. Additionally, as a result of the flat topography of the Project Area, mudflow is not a threat. *No impact* would result.

**No mitigation is required or necessary.**

## J. LAND USE AND PLANNING

ISSUES (AND SUPPORTING INFORMATION SOURCES)	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<sup>11</sup> Federal Emergency Management Agency, 2009, Flood Insurance Rate Map.

ISSUES (AND SUPPORTING INFORMATION SOURCES)	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### DISCUSSION:

- a) Under the proposed Project, the existing land use pattern would continue unchanged. The Project does not propose new types of land uses within the city limits or Sphere of Influence, nor does it propose construction or features which could physically divide the community. In fact, implementation of the Safe Routes to School Plan would serve to increase connectivity in Corcoran and no other component of the proposed Project would serve to divide an established community. *No impact* would result.
- b) Upon Project approval, the Economic Development Element and Zoning Code update would be in conformance with the Corcoran General Plan and Zoning Code, respectively. The other Project components, including the Safe Routes to School Plan, Commercial Design Guidelines and Streetscape Standards, do not contain provisions that would be in conflict with any land use plan, policy, or regulation of an agency with jurisdiction over the project. *No impact* would result.
- c) There are no applicable habitat conservation plans or natural community conservation plans in the vicinity of the Project Area. Therefore, *no impact* would occur in this respect.

**No mitigation is required or necessary.**

#### K. MINERAL RESOURCES

ISSUES (AND SUPPORTING INFORMATION SOURCES)	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### DISCUSSION:

- a) There are no known mineral resources within the Project Area. Furthermore, the Safe Routes to School Plan proposes infrastructure improvements and would not change existing land uses. In addition, the Commercial

Design Guidelines, Streetscape Standards, and Zoning Code would regulate new development, but none of these components of the Project would change existing land uses. However, the Economic Development Element includes policies to encourage new non-residential development, but since there are no known mineral resources in Corcoran, it would not result in the significant loss of a known mineral resource that would be of value to the region and the residents of the State. Furthermore, should the recommendations within the proposed Project be implemented, these potential future projects would undergo project-level review, pursuant to the CEQA statute. Therefore, *no impact* would result.

- b) The California Department of Conservation, Geological Survey (CGS) classifies lands into Aggregate and Mineral Resource Zones (MRZs) based on guidelines adopted by the California State Mining and Geology Board, as mandated by the Surface Mining and Reclamation Act of 1974. These MRZs identify whether known or inferred significant mineral resources are present in areas. Lead agencies are required to incorporate identified MRZs resource areas delineated by the State into their General Plans.<sup>12</sup> The Corcoran General Plan does not identify any of these resource zones in the Project Area. Historically, the only local mineral mining operations were an open pit gypsum mine and a mercury mine, both of which are no longer in operation.<sup>13</sup> Moreover, the proposed Project does not propose any land use changes that could result in the loss of known mineral resources or substantially limit the availability of mineral resources over the long term. As such, the Project would have *no impact* on mineral resources and would not result in the loss of availability of a locally important mineral resource recovery site delineated on the General Plan, specific plan or other land use plan.

**No mitigation is required or necessary.**

#### L. NOISE

ISSUES (AND SUPPORTING INFORMATION SOURCES)	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Would the project:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<sup>12</sup> Public Resources Code Section 2762(a)(1).

<sup>13</sup> Corcoran General Plan Background Report, 2005, page 9-13.

ISSUES (AND SUPPORTING INFORMATION SOURCES)	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## DISCUSSION:

- a-d) Common sources of noise in the Project Area include cars, trucks, motorcycles, and aircraft, as well as noise sources germane to residential uses including generators, power mowers, leaf blowers, chainsaws, air conditioners, and swimming pool filters. The Safe Routes to School Plan, Commercial Design Guidelines, Streetscape Standards, and Zoning Code would not add any sources of noise. Furthermore, implementation of the Safe Routes to School Plan has the potential to reduce vehicle trips which would reduce ambient noise levels in the Project Area.

However, the Economic Development Element does include policies that encourage the development of non-residential uses, which could lead to an increase in noise levels. To ensure that new development does not lead to noise increases, the General Plan Noise Element includes multiple policies to mitigate and/or avoid noise impacts. Corcoran's Noise Element sets a standard of 65 dB LDN (or CNEL) for exterior spaces and 45 dB LDN (or CNEL) for interior living spaces. In addition, Noise Element Policy 3.7 calls for the City to review proposed development projects to conform with the requirements in the Noise Element, Policies 3.4 and 3.6 promote noise reduction through site design and construction, and Policy 3.3 requires that industrial, commercial, and other noise generating noise land uses be discouraged if they would exceed 65 dB LDN (or CNEL). The proposed Project could result in temporary noise impacts associated with construction activities related to project implementation. As discussed above, these projects would be subject to separate project-level environmental review. Therefore, adherence to the Noise Element would prevent or reduce the potential for exposure of residents and visitors to excessive noise levels, groundborne vibrations, or substantial increases in temporary or ambient noise levels and, therefore, a *less-than-significant* impact would result.

- e) As discussed above in Section H, Hazards and Hazardous Materials, the Corcoran Airport is located within the Project Area. The proposed Project would not change existing land use designations within the airport compatibility zone and, therefore, would not increase noise levels experienced by existing residents in the vicinity of the Corcoran Airport. In addition, Noise Element Policy 3.11 requires that projects, located within the impact area of the Corcoran Airport, be evaluated for potential noise impacts based on standards in the Kings County Airport Land Use Plan. Furthermore, the changes to the Zoning Code related to the Airport Environs Overlay Zone would only serve to improve the safety of those residing in the vicinity of the airport. As a result, a *less-than-significant* impact would occur.
- f) As discussed above in Section H, Hazards and Hazardous Materials, the Salyer Farms Airport is within the Project Area. The proposed Project would not change existing land uses and designations within the airport

compatibility zone and, therefore, would not increase noise levels experienced by existing residents in the vicinity of the Salyer Farms Airport. In addition, Noise Element Policy 3.11 requires that projects, located within the impact area of the Salyer Farms Airport, be evaluated for potential noise impacts based on standards in the Kings County Airport Land Use Plan. Furthermore, the changes to the Zoning Code related to the Airport Environs Overlay Zone would only serve to improve the safety of those residing in the vicinity of the airport. As a result, a *less-than-significant* impact would occur.

**No mitigation is required or necessary.**

#### **M. POPULATION AND HOUSING**

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES)</b>	<b>POTENTIALLY SIGNIFICANT IMPACT</b>	<b>POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED</b>	<b>LESS THAN SIGNIFICANT IMPACT</b>	<b>NO IMPACT</b>
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## DISCUSSION:

- a) The proposed Project includes a new Economic Development Element, a Safe Routes to School Plan, Commercial Design Guidelines and Streetscape Standards, as well as a Zoning Code update. The Safe Routes to School Plan, Commercial Design Guidelines, and Streetscape Standards do not have the potential to result in direct or indirect population growth. However, the Economic Development Element does include policies that encourage the development of non-residential development. This non-residential growth was already analyzed as part of the 2007 General Plan EIR. In addition, the proposed Project does not make any changes to the City's adopted General Plan land use and zoning maps, which guide the amount, location, and type of population growth in Corcoran. As such, no new housing is proposed as a part of the Project and the Project would not entail the extension of roads or any other infrastructure with the potential to induce substantial population growth. All projected growth through 2025 was evaluated in the 2007 General Plan EIR and the proposed Project would have no impact on that analysis. Therefore, *no impact* would result in this respect.
- b-c) The proposed Project is programmatic and does not entail specific development Projects that would displace housing, necessitating the construction of replacement housing elsewhere. The project would also not displace substantial numbers of people. Any potential future projects that could be implemented under the proposed Project would not be of the sort that would be expected to displace housing. Additionally, as discussed above, all projected growth through 2025 was evaluated in the 2007 General Plan EIR and the proposed Project would have no impact on that analysis. Therefore, *no impact* would result in this respect.

**No mitigation is required or necessary.**

## N. PUBLIC SERVICES

ISSUES (AND SUPPORTING INFORMATION SOURCES)	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Would the project:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



**DISCUSSION:**

- a) As discussed above in Section M, Population and Housing, the proposed Project would not entail direct or indirect population growth and, thus, would not result in the need for new or physically altered governmental facilities in order to accommodate such growth. The Safe Routes to School Plan, Commercial Design Guidelines, Streetscape Standards, and Zoning Code would not result in direct or indirect population growth that would increase demand for public services. However, the Economic Development Element does include policies that encourage the development of non-residential development which could increase the demand for fire and police services. However, this new non-residential development would occur in areas already designated for such uses and was already analyzed as part of the 2007 General Plan EIR. As such, there would not be an additional demand on public services. Therefore, *no impact* would result from the proposed Project with respect to public services.

**No mitigation is required or necessary.**

**O. RECREATION**

ISSUES (AND SUPPORTING INFORMATION SOURCES)	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION:**

- a-b) As discussed above in Section M, Population and Housing, the proposed Project would not result in any direct or indirect growth. This means that the proposed Project would not directly increase the number of potential users of the recreation network in Corcoran, and would not increase demand or require the construction or expansion of existing facilities. Therefore, the proposed Project would have a *less-than-significant* impact to existing parks and recreation facilities.

**No mitigation is required or necessary.**

**P. TRANSPORTATION/TRAFFIC**

	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Would the project:				

	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## DISCUSSION:

- a,b,f) Since Corcoran is not within a designated Transportation Management Area (TMA), a Congestion Management Plan (CMP) is not required. The State of California Department of Transportation (Caltrans) seeks to maintain a target Level of Service (LOS) at the transition point between LOS “C”, which indicates a stable flow of traffic, and LOS “D”, which indicates that the flow of traffic is approaching an unstable flow.<sup>14,15</sup> The Circulation Element of Corcoran’s General Plan guides the development of the transportation system in Corcoran. The 2007 General Plan EIR evaluated traffic impacts related to the buildout of the General Plan and the proposed Project would not affect this analysis. None of the components of the proposed Project would increase development potential, induce population growth, or result in any other changes that could affect the performance of the circulation system or conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Therefore, *no impact* would result in this respect.
- c) As discussed above, the Salyer Farms Airport and the Corcoran Airport are within the Project Area. However, none of the components of the proposed Project would result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that would result in substantial safety risks. Moreover, as a part of the changes to the Zoning Code, which are a part of the proposed Project, an Airport Environs

<sup>14</sup> State of California Department of Transportation, 2002, Guide for the Preparation of Traffic Impact Studies.

<sup>15</sup> 2000 Highway Capacity Manual.

Overlay Zone has been added to address the safety of the areas in the vicinity of Corcoran's local airport. Therefore, *no impact* would result in this respect.

- d-e) None of the components of the proposed Project would affect permitted uses on roadways and, therefore, *no impact* would result in that respect.

The only component of the proposed Project with the potential to affect the design of transportation facilities is the Streetscape Standards. However, these are not binding regulations and their implementation is optional. Nonetheless, the Streetscape Standards contain guidelines that would serve to improve safety, including recommendations to adhere to the Americans with Disabilities Act (ADA) requirements and minimum widths for bike lanes. None of these optional guidelines would increase safety risks or affect emergency access. *No impact* would result in this respect.

**No mitigation is required or necessary.**

#### **Q. UTILITIES AND SERVICE SYSTEMS**

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES)</b>	<b>POTENTIALLY SIGNIFICANT IMPACT</b>	<b>POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED</b>	<b>LESS THAN SIGNIFICANT IMPACT</b>	<b>NO IMPACT</b>
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, State, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### **DISCUSSION:**

- a) The Central Valley Regional Water Quality Control Board is the applicable Regional Water Quality Control Board for the Project Area. The Safe Routes to School Plan, Commercial Design Guidelines, Streetscape Standards, and Zoning Code do not have the potential to result in direct or indirect population growth which would increase wastewater flows. However, the Economic Development Element does include policies that encourage non-residential development, which could increase wastewater flows. However, this new non-residential development would occur in areas already designated for such uses and was analyzed as part of the 2007 General Plan EIR. As such, there would not be an additional demand on the wastewater system beyond what was analyzed. In addition, the Commercial Design Guidelines and Streetscape Standards contain water conservation measures including recommendations for the use of rooftop catchment systems and “greywater” plumbing systems which would allow for the reuse of water that would ordinarily go down storm drains. Therefore, the proposed Project would have a *less-than-significant* impact with respect to an exceedance of wastewater treatment requirements of the applicable Regional Water Quality Control Board.
- b) As discussed above, the proposed Project would not significantly increase the amount of wastewater produced in the Project Area. Therefore, the proposed Project would not have the potential to require or result in the construction of new water or wastewater treatment facilities or the expansion of existing facilities with construction that could cause significant environmental effects. Therefore, a *less-than-significant* impact would result.
- c) The potential increases in impervious surfaces resulting from implementation of the recommendations contained in the Safe Routes to School Plan would have the potential to increase the demand on the existing stormwater drainage facilities. However, the amount of impact anticipated is unlikely to require the construction of expanded facilities. More importantly, specific development projects related to the implementation of recommendations contained in the components of the proposed Project would be subject to subsequent project-level environmental review, where the amount of impervious surface increase could be accurately calculated and the amount of impact could be more precisely estimated. The Commercial Guidelines and Streetscape Standards contain stormwater management guidelines, some of which include the minimization of paved areas dedicated to parking, the inclusion of “green” stormwater collection and treatment, and the inclusion of stormwater retention features, which would minimize runoff into streets. These guidelines would reduce the potential need for future projects to result in the construction of new storm water drainage facilities. None of the proposed changes to the Zoning Code would affect regulations surrounding the construction of new stormwater drainage facilities or the expansion of existing facilities. As discussed above, the proposed Economic Development Element encourages additional non-residential growth; however, the growth would not be beyond what the 2007 General Plan EIR anticipated and analyzed. Therefore, a *less-than-significant* impact would result.
- d) The Safe Routes to School Plan, Commercial Design Guidelines, Streetscape Standards, and Zoning Code do not have the potential to result in direct or indirect population growth which would increase the need for water. However, the Economic Development Element does include policies that encourage the development of non-residential development, which could increase water demand. However, this new non-residential development would occur in areas already designated for such uses and was analyzed as part of the 2007 General Plan EIR. Therefore, a *less-than-significant* impact would result.
- e) As discussed above in Section M, Population and Housing, the proposed Project would not induce population growth beyond what was analyzed in the 2007 General Plan EIR. Moreover, as discussed above, the proposed Project would not significantly increase the amount of wastewater produced in the Project Area. Therefore,

implementation of the proposed Project would not impact the provision of wastewater treatment. Therefore, a *less-than-significant* impact would result.

- f-g) The Safe Routes to School Plan, Commercial Design Guidelines, Streetscape Standards, and Zoning Code do not have the potential to result in direct or indirect population growth which would increase solid waste disposal. However, the Economic Development Element does include policies that encourage the development of non-residential development, which could generate additional solid waste. However, this new non-residential development would occur in areas already designated for such uses and was analyzed as part of the 2007 General Plan EIR. Therefore, the proposed Project would be in compliance with federal, State, and local solid waste regulations. Waste could be generated in association with construction activities related to implementation of the recommendations contained in the components of the proposed Project. However, any subsequent projects would be subject to separate CEQA review. Therefore, a *less-than-significant* impact would result.

**No mitigation is required or necessary.**

## **R. MANDATORY FINDINGS OF SIGNIFICANCE**

<b>ISSUES (AND SUPPORTING INFORMATION SOURCES)</b>	<b>POTENTIALLY SIGNIFICANT IMPACT</b>	<b>POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED</b>	<b>LESS THAN SIGNIFICANT IMPACT</b>	<b>NO IMPACT</b>
Would the project:				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION:**

- a) As noted in Section D, Biological Resources, and Section E, Cultural Resources, the proposed Project would not result in the degradation of fish or wildlife species, or eliminate important examples of California history or prehistory. Therefore, a *less-than-significant* impact would occur.
- b) The proposed Project would not have adverse impacts that are individually limited, but cumulatively considerable. Implementation of the recommendations contained in the Safe Routes to School Plan and conformance with the provisions of the Commercial Design Guidelines and Streetscape Standards would serve to improve the pedestrian and bicycle network, and increase consideration for environmentally friendly design techniques in future development. Therefore, the Project has the potential to result in positive impacts within the Project Area. Therefore, a *less-than-significant* impact would occur.
- c) As discussed throughout this document, the proposed Project would not have any environmental effects that would adversely affect humans either directly or indirectly. Implementation of the proposed Project would have the potential to benefit the health and safety of the residents residing within the Project Area. Therefore, a *less-than-significant* impact would occur.

**No mitigation is required or necessary.**

## A P P E N D I X   A

### MAJOR GENERAL PLAN CHANGES

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## MEMORANDUM

DATE June 26, 2014  
TO City of Corcoran  
FROM PlaceWorks  
SUBJECT Major Changes to the 2005-2025 General Plan

This memo outlines the major changes undertaken to the 2005-2025 as part of the General Plan Enhancement project.

### LAND USE ELEMENT

- » Move policies related to urban design to the Community Design Element.
- » Add policies to support implementation of the Commercial Design Guidelines and Streetscape Standards (Policy 1.33) and Safe Routes to School Plan (Policy 1.52).

### CIRCULATION ELEMENT

- » Add Policies 2.2, 2.5, and 2.11 to address Complete Streets legislation.

### NOISE ELEMENT

- » No major changes were made to the Noise Element.

### SAFETY ELEMENT

- » Add background information to address State flood legislation, including a flood hazard map.
- » Add policies to address exposure to and handling of hazardous materials and waste (Policies 4.21, 4.22, and 4.23).

### OPEN SPACE AND CONSERVATION ELEMENT

- » Add a policy to encourage the use of low water landscaping (Policy 5.4).
- » Add a policy to support implementation of the County CAP when feasible (Policy 5.16).
- » Add policies to encourage energy conservation (Policies 5.13, 5.14, and 5.15).
- » Add a policy to increase public awareness of the City's efforts to reduce greenhouse gas emissions (Policy 5.17).
- » Add policies to address State law (Senate Bill 1468 and Senate Bill 1462) that requires a City within a military installation's Area of Influence to coordinate with the military on local planning issues (Policies 5.29, 5.30, and 5.31).

### **AIR QUALITY ELEMENT**

- » No major changes were made to the Air Quality Element.

### **COMMUNITY DESIGN ELEMENT**

- » Add policies from the Land Use Element related to urban design.

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

- » Add a policy to encourage solid waste reduction and recycling (Policy 8.17).
- » Add policies to encourage the expansion of the green waste collection, including the collection of household compost (Policies 8.18 and 8.19).

### **ECONOMIC DEVELOPMENT ELEMENT**

The Economic Development Element is a new element in the 2005-2025 General Plan. It includes objectives, policies, and standards related to:

- » Increasing job opportunities in Corcoran
- » Diversifying the economy
- » Encouraging entrepreneurship
- » Strengthening the Downtown
- » Promoting tourism
- » Increasing educational and cultural opportunities
- » Forming regional economic partnerships

## A P P E N D I X   B

### MAJOR ZONING CODE CHANGES



## MEMORANDUM

DATE April 11, 2014  
TO Kindon Meik and Corcoran Planning Commission  
City of Corcoran  
FROM Seung Yen Hong and Ben Noble  
SUBJECT **Draft Zoning Code - Major Changes**

This memorandum outlines major changes to Corcoran's updated Zoning Code. An asterisk indicates items that need attention from the Planning Commission.

The overall organization of the Zoning Code has been modified, with information presented in a more intuitive manner, as follows:

- **Part 1: Enactment and Applicability**
- **Part 2: Zoning Districts**
- **Part 3: General Regulations**
- **Part 4: Permits and Administration**
- **Part 5: Definitions**

Diagrams, illustrations, and tables have been added to the Zoning Code in order to make it more user-friendly, succinct, and easy to understand.

### **PART 1: Enactment and Applicability**

- **Procedures of Interpretation:** New procedures of interpretation have been added to Section 11-2-2 (Rules of Interpretation), replacing current Section 11-17-4 (Clarification of Ambiguity or Interpretation).
- **Projections:** Standards for projections into setbacks have been added. See Chapter 11-3 (Rules of Measurement and Exceptions).
- **Base Zoning Districts:** The Commercial Office (CO) zoning district has been removed from Corcoran's base zoning districts.

### **PART 2: Zoning District Standards**

#### ***Chapter 11-5 Residential Zoning District***

- **New front setback standards:** In addition to a minimum 20-foot setback, the structure shall be set back no less than 30 feet from the front curb line.
- **Trash Enclosure:** New requirements for trash enclosure have been added.

#### *Chapter 11-9 Overlay Zones*

- **IP Zoning District:** The IP zoning district has been treated as an overlay zone and moved to Chapter 11-9 (Overlay Zones).
- **PUD Combining District:** It has been renamed a PUD overlay zone and addressed in Chapter 11-9. New land use regulations and requirements have been added. We propose that uses not permitted in the base zoning district are permitted in the PUD overlay zone with a Conditional Use Permit.
- **Residential Manufactured Housing Combining District:** Since manufactured housing is allowed by right in all residential zoning districts, we propose replacing the RMH combining district with a Mobile Home Park overlay zone. A MHP overlay zone has been added to Chapter 11-9.
- **Airport Environs Overlay Zone:** A new overlay zone has been added to address the safety of the areas in the vicinity of Corcoran's local airport.

#### *Other Zoning Districts*

- **Land Uses:** More land use categories have been added. Such uses may not exist in Corcoran now. In the future when they come in, the updated Zoning Code will provide guidance on regulating new uses.
- **Emergency Shelters:** State law requires every City to identify one zoning district that allows emergency shelters by right. Per the adopted Housing Element, the Zoning Code has been revised to allow emergency shelters by right in the CS zoning district.

### **PART 3: General Regulations**

- **Mobile Homes:** Standards and requirements for mobile homes and manufacturing housing have been revised. See Chapter 11-10 (Mobile Homes).
- **Sea Trains:** Screening outdoor storage and sea trains has been addressed in Chapter 11-11 (Accessory Structures and Uses).
- **Fences, Walls, and Screening:** A new chapter for fences, walls, and screening has been created to eliminate redundancies under each zoning district. See Chapter 11-12 (Fences, Walls, and Screening).
- **Landscaping:** A separate chapter for landscaping has been created. See Chapter 11-13 (Landscaping).

- **Parking and Loading:** Parking regulations, including a minimum number of off-street parking spaces by land use, have been updated. See Chapter 11-14 (Parking and Loading). We also added language authorizing the collection and use of in-lieu parking fees.
- **Mobile Food Vendors:** We have added standards for mobile food vendors to Chapter 11-15 (Supplemental Standards). We need input from the Planning Commission and the City Council to complete this section.\*
- **Medical Marijuana:** We have added standards for medical marijuana cultivation and dispensaries to Chapter 11-15. We need input from the Planning Commission and the City Council to complete this section.\*
- **Garage Conversions:** We have added standards for garage conversions to Chapter 11-15. However, a garage conversion should be allowed as a second unit if the second unit will be occupied by the owner of the primary unit. See Section 11-15-4 C.
- **Photovoltaic Panel Systems:** We have added standards for photovoltaic panel systems to Chapter 11-15.
- **Home Occupations:** Naming of home occupations has changed to Home Offices, Major, and Minor per City's request. See Chapter 11-15.
- **Animal Keeping:** A separate animal keeping chapter has been created. See Chapter 11-15.
- **Abandoned or Converted Service Stations.** We have added standards for abandoned or converted service stations to Chapter 11-15.
- **Nonconforming Uses and Structures:** All provisions related to nonconforming uses have been moved to Chapter 11-17. Sections requiring amortization of nonconforming uses have been deleted. Regulations on existing animal keeping in the RM zoning district have been revised.
- **Wireless Communication Facilities:** We added permit requirements and design standards for co-location facilities to comply with federal law. See Chapter 11-18.
- **Signs:** Residential sign standards have been modified. Allowed changes for nonconforming signs have been added. Regulations on animated signs have been added. See Chapter 11-19.

#### **PART 4: Permits and Administration**

- **Permit Application and Review:** A Pre-Application Conference has been added to the permit application process. See Chapter 11-22.
- **Post-Decision Procedures:** A section requiring security to guarantee the proper completion of any approved work has been added. See Chapter 11-25.
- **Reasonable Accommodation:** A new chapter addressing a reasonable accommodation request has been added. See Chapter 11-30.

- **Vehicle Abatement:** Vehicle abatement regulations have been added.

## **PART 5: Definitions**

Definitions for new land use categories have been added.