

CITY OF HURON

General Plan

Draft General Plan
Amendment:

*Incorporation of the City
of Huron Mobility, Access
and Safety Project*



Submitted by Land Use
Associates

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Planner Project Funded by
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Governments

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CITY OF HURON

General Plan 2025

Submitted to:



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INTRODUCTION

INTRODUCTION

(Note: The 2025 Huron General Plan was adopted by the City of Huron in 2007. As a component of the Fresno Council of Governments (COG) Circuit Planner Project, a draft amendment to the 2025 General Plan has been prepared at the request by the City which incorporates many of the findings and recommendations of the City of Huron Mobility, Access and Safety Project. That project, funded by a Caltrans Environmental Justice Transportation Planning Grant, was submitted to the City in February 2014. The report, completed after extensive community input, contains recommendations to slow traffic, increase walkability, and create usable open space. Proposed changes to the 2025 General Plan are identified with strikeouts to signify deletions, and bolding and underlining to identify new additions to the document).

California State law requires each city and county to adopt a General Plan "for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning" (§65300). The California Supreme Court has called the General Plan the "constitution for future development." Huron's General Plan expresses the community's development goals and embodies public policy relative to the distribution of future land uses, both public and private. State law specifies that each General Plan address at minimum, the seven issue areas of: land use, circulation, open space, conservation, housing¹, safety and noise.

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

- The Land Use Element provides the central policy context on which to base all land use decision making in Huron. It is through the implementation of the goals, objectives, and policies set out in the Land Use Element that the future land use pattern of Huron will continue to be shaped.
- The Housing Element looks at the current and future need for housing units, the capacity in the City for additional units, the types of households that will need some form of assistance or special housing, and ways to perpetuate existing housing.

¹ The housing element has been prepared separately by Quad Knopf and it was adopted by City Council March 2, 2005.

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

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

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

Organization of the General Plan

This General Plan is an update, expansion and reorganization of the 1986 General Plan. The Huron General Plan consists of three separate documents - a General Plan Background Report, Policies Statement, and the Environmental Impact Report and Technical Appendices. The 2006 General Plan Policies document contains the seven (7) State-mandated elements and also includes Air Quality (required by law in the San Joaquin Valley), and Public Services and Facilities. The focus of each element consists of goals, objectives and policies associated with the major issue areas. Some of the elements contain related background information required by State law. The Environmental Impact Report presents three alternatives and documents how the proposed Plan will impact the environment as compared to the alternative plans. The technical

appendices contain technical reports and background information which provide a more detailed analysis.

Context

The City of Huron lies in the San Joaquin Valley's vast west-side region. Located in Fresno County, Huron is nine miles east of Interstate 5 (I-5) and three miles south of Highway 198. Lassen Avenue (Highway 269) runs north and south through the City providing easy access for residents and visitors.

The 1986 General Plan does not show a clear delineation of the Planning Area and the Sphere of Influence (SOI). The boundaries for both the Planning Area and SOI appear to be the same and all cover a broader area than the City limits containing about four square miles of land. The only area that is part of the City limits but is outside the Sphere of Influence is the land for the wastewater treatment plant.

Projected community needs based on population projections through 2025 show a total land demand of 318.4 acres (212 residential acres, 3.6 commercial acres, and 102.8 industrial acres) and the available land within the SOI equals to 651.22 acres (existing vacant land 192.14 acres and agriculture land 459.08 acres). This means that existing vacant land would not be sufficient to accommodate growth and much of the future urban uses would result from the conversion of agriculture land within the existing SOI. The proposed Environmental Impact Report (integral to the General Plan) will address the impacts on the local economy of conversion of immediate agriculture lands into urban uses.

The City will have to review development proposals that may be proposed in the unincorporated Fresno County area adjacent to the City Limits and within the SOI. All lands outside the City's SOI are regulated by the Fresno County General Plan and zoning designations. State law requires that cities plan for areas outside of their immediate jurisdiction, if the areas have a direct relationship to their planning needs.

Intent of the Plan

This General Plan was developed through a cooperative effort involving the City Council and Planning Commission, City staff and their consultants. The General Plan Update process disclosed that expansion of employment, recreation, and industrial opportunities are concerns which have been instrumental in shaping the Plan.

Introduction

A General Plan Advisory Committee (GPAC) was formed to go through the goals, objectives and policies of the General Plan and fine-tune those goals, objectives and policies to meet the needs of Huron. The GPAC met twice a month from January to March, 2006 and went through each element of the General Plan, including the Land Use and Circulation alternatives. The GPAC was comprised of City Council, Planning Commission and City staff individuals.

The City of Huron's Planning Commission, City Council, and Redevelopment Agency initiated a series of public meetings to develop a Special Economic Development Strategic Planning process to envision the future of Huron through 2025. Facilitated by Merzon Consulting, the meetings were held on February 9 and 22, 2005 and the summary of the discussions was synthesized into a SWOT (Strengths, Weaknesses, Opportunities and Constraints) analysis. From the interpretation of this SWOT, Quad Knopf developed a series of planning principles which helped to guide the development of the General Plan.

The general Planning Principles derived from the SWOT analysis are as follows:

- By 2040 Huron should be a good and safe place to live, work and visit.
- Huron's friendly, small town atmosphere should be enhanced through an increase in economic vitality and diversity of the community.
- Huron should have a diversified and balanced economy able to support abundant job creation and a solid tax base. Job creation should be focused on the opportunities for an emerging, better-educated young generation as a product of improving Huron's education opportunities, basically high school.
- Huron should provide for a variety of goods and services so residents avoid traveling outside the City to meet their needs and therefore eroding the City's tax base.
- Huron's future growth should be focused on economic development while maintaining its quality of life. This is associated with the ability of planned growth to provide for its own public services and infrastructure so new residents and businesses can be socially and physically accommodated in the community without putting a burden on the existing services and infrastructure.
- Huron's leaders, City's staff, volunteers, service clubs, and parents should be well informed, and work together to plan for the future. Citizen participation should be maximized in decision making.

Introduction

- Huron's children should attend good, local schools, from elementary through college level. Quality of public schools and adequacy of public services is key to improved education opportunities for Huron's residents which are also important to generate a qualified labor force.
- Huron's development priorities should result in planned, successful businesses and housing which allows residents to get the jobs, goods and services that they need without having to travel to other communities.
- Huron should engage in an active ~~beatification~~ **beautification** process including: better landscapes in public and private properties, an attractive downtown, and entertainment options, including annual festivals that bring visitors to Huron.

Other suggested Planning Principles are:

- Huron should plan for an orderly growth through physically well-designed neighborhoods and an identifiable downtown corridor along Highway 269, which will serve as a focal point for the community and a gateway for visitors.
- Huron is ~~localized~~ **located** in the center of a major ~~relatively low-cost~~ agricultural area, Huron **and** should pursue ~~the location and operation of~~ industries and businesses that support ~~the~~ regional agricultural activity so its economy becomes diversified and capable to ~~generate~~ **of generating** jobs **that serve as** alternatives to agriculture.
- The majority of Huron's vacant land is located close to the downtown corridor and immediate neighborhoods. Huron should pursue infill efforts to accommodate its future growth in the vacant land so the existing infrastructure is maximized.
- Traffic conflicts should be resolved, including connectivity between neighborhoods, access to industrial areas, and critical intersections. Growth should be designed with accessibility in mind, minimizing constraints.
- Local streets and ~~minor~~ collector streets should be used to provide connectivity between neighborhoods while limiting cross-town trips through neighborhoods. Collector and local roads should be designed to provide good, safe connectivity between neighborhoods, services and facilities.
- Huron does not have a ready-to-go industrial park. Huron will have to complete the infrastructure needed for the existing park and formulate a 5-yearly strategy to phase **in** ready- to-go industrial areas based on incoming demand.

Administering the General Plan Program

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

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

General Plan Requirements

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

- **The General Plan must be comprehensive.** This requirement has two aspects. First, the General Plan must be geographically comprehensive. That *is*, it must apply throughout the entire incorporated area and it should include other areas that the City determines are relevant to its planning. Second, the General Plan must address the full range of issues that affects the City's physical development.
- **The General Plan must be internally consistent.** This requirement means that the General Plan must fully integrate its separate parts and relate them to each other without conflict. The internal consistency requirement has five dimensions: equal status among elements, consistency between elements, consistency within elements, area plan consistency and text and diagram consistency.
- **The General Plan must be long-range.** Since the General Plan affects the welfare of current and future generations, State law requires that the Plan take a long-term perspective (§65300). The General Plan projects conditions and needs into the future as a basis for determining objectives. It also establishes long-term policies for day-to-day decision-making based upon those objectives.

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CHAPTER 1.0
NOISE ELEMENT

1.1 NOISE ELEMENT

INTRODUCTION

Because of Huron's size, noise levels within the City have not reached unhealthy levels that may affect the quality of life of people living and working in the City. The most significant noise levels within the community are associated with the railroad lines and Highway 269. High noise levels associated with these and other activities can create stress and irritation if not overseen. The Noise Element addresses the physiological, psychological and economic effects of noise by providing effective strategies to reduce excessive noise and limit community exposure to loud noise sources.

PURPOSE OF THE NOISE ELEMENT

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

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

SCOPE AND CONTENT OF THE NOISE ELEMENT

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

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

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

OBJECTIVES

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

POLICIES AND STANDARDS

A. Transportation Noise Sources:

- 1.1 New development of noise-sensitive land uses shall not be permitted in areas exposed to existing or projected future levels of noise from transportation noise sources which exceed 60 dB Ldn/CNEL in outdoor activity areas and 45 dB Ldn/CNEL in interior spaces unless appropriate mitigation is applied. If 60 dB Ldn/CNEL cannot be achieved using a practical application of noise mitigation, noise levels up to 65 dB Ldn/CNEL may be allowed, provided that 45 dB Ldn can be attained in interior spaces. Noise sensitive land uses include hospitals, residences, schools, churches and other uses of a similar nature as determined by the Community Development Director.
- 1.2 Noise created by new transportation noise sources, including roadway improvement projects, shall be mitigated so as not to exceed 60 dB Ldn/CNEL within the outdoor activity areas and 45 dB Ldn/CNEL within interior spaces of existing noise sensitive land uses.

B. Stationary Noise Sources:

- 1.3 New development of noise-sensitive land uses shall not be permitted where the noise level from existing stationary noise sources exceeds the noise level standards of Table 1-1. Stationary noise sources refer to industrial, commercial or other noise generating land uses. Noise generating land uses should not be located near roadways or railways that exceed 65 dB (A).
- 1.4 Noise created by new proposed stationary noise sources or existing stationary noise sources, which undergo modifications that may increase noise levels, shall be mitigated so as not to exceed the noise level standards of Table 1.1 within outdoor activity areas of noise-sensitive land uses.

Table 1-1 Allowable Noise Exposure-Stationary Noise Sources ¹		
	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. - 7:00 a.m.)
Hourly Leq, dB	55	45
Maximum Level, dB	70	65

¹As determined within the outdoor activity area of noise-sensitive land use. If outdoor activity area locations are unknown, the allowable noise exposure shall be detonated at the property line of the noise-sensitive land uses.

C. Implementation Policies:

- 1.5 The City shall enforce applicable State Noise Insulation Standards (California Administrative Code, Title 24) and Uniform Building Code (UBC noise requirements).
- 1.6 New equipment and vehicles purchased by the City should comply with noise level performance standards consistent with the best available noise reduction technology.
- 1.7 The preferred method of noise control used is thoughtful site design. Secondly, noise control should be achieved through the use of artificial noise barriers. Site and building design guidelines may include:
 - a. Noise sensitive land uses should not front onto the primary noise source. Where this is not possible, the narrow portion of the building should face the primary noise source, and the interior layout should locate the most sensitive areas away from the noise source by placing garages, storage facilities, carports or other such areas nearest the noise source.
 - b. Site design should permit noise to pass around or through a development. This can be achieved by placing the narrow or convex portion of the structure toward the primary noise source.
 - c. Commercial and industrial structures should be designed so that any noise generated from the interior of the building is focused away from noise sensitive land uses.
 - d. Two-story residential construction should be avoided, where possible, immediately adjacent to arterials or collectors unless an adequate combination of noise attenuation procedures are used.
 - e. When possible, residential cul-de-sacs should be perpendicular to adjacent arterials or collectors.
 - f. Loading and unloading activities for commercial uses should be conducted in an enclosed loading dock, preferably with a positive seal between the loading dock and trucks.
- 1.8 The City shall review all new development plans, both public and private, programs and proposals to ensure their conformance with the policy framework outlined in this Noise Element.
- 1.9 Prior to the approval of a proposed development in a noise impacted area, or the development of an industrial, commercial or other noise generating land use in or near an area containing existing or planned noise sensitive land uses, an acoustical analysis may be required if any of the following findings are made:

1.0 Noise Element

- a. The existing or projected future noise exposure at the exterior of buildings which will contain noise sensitive uses or within proposed outdoor activity areas (patios, decks, backyards, pool areas, recreation areas, etc.) exceeds 65 dB Ldn (or CNEL).
 - b. Interior residential noise levels resulting from offsite noise are estimated to exceed 45 dB Ldn.
 - c. Estimated or projected noise levels cannot be reduced to the noise exposure limitations specified in this Noise Element by the application of Standard Noise Reduction Methods.
- 1.10 For development not subject to environmental review, the requirements for an acoustical analysis shall be implemented prior to the issuance of a building permit.
- 1.11 When noise studies are necessary they should:
- a. Be the responsibility of the applicant.
 - b. Be prepared by an individual or firm with demonstrable experience in the fields of environmental noise assessment and architectural acoustics.
 - c. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions.
 - d. Include estimated noise levels in terms of dB Ldn (or CNEL) for existing and projected future conditions, with a comparison made to the adopted policies of the Noise Element.
 - e. Include recommendations for appropriate mitigation measures to achieve compliance with the adopted policies and standards of the Noise Element.
 - f. Include estimates of noise exposure after the prescribed mitigation measures have been implemented. If compliance with the adopted standards and policies of the Noise Element will not be achieved, a rationale for acceptance of the project must be provided.
 - g. Be prepared as early in the project review or permitting process as possible, so that noise mitigation measures may be an integral part of the project design, rather than an afterthought.
- 1.12 Noise created by temporary activities necessary to provide construction or required services should be permitted for the shortest duration possible and limited to time periods that will have the least possible adverse impact on surrounding land uses.
- 1.13 The City shall develop and employ procedures to ensure that noise mitigation measures required pursuant to an acoustical analysis are implemented in the development review and building permit processes.

1.0 Noise Element

- 1.14 The City shall develop and employ procedures to monitor compliance with the policies of the Noise Element after completion of projects where noise mitigation measures have been required.

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CHAPTER 2.0
SAFETY ELEMENT

2.0 SAFETY ELEMENT

INTRODUCTION

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

PURPOSE OF THE SAFETY ELEMENT

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

SCOPE AND CONTENT OF THE SAFETY ELEMENT

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

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

- Evacuation routes.

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

2.1 Emergency Planning

OBJECTIVES

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

POLICIES AND STANDARDS

- 2.1 The City will maintain its emergency preparedness, including evacuation procedures, to address potential natural and man-made hazards. These procedures shall be developed in coordination with Fresno County's emergency operations plans.
- 2.2 All new buildings shall conform to state standard set forth in the Dangerous Building Code contained in the most current edition of the Uniform Building Code.
- 2.3 The City of Huron shall conduct joint training exercises between local fire and law enforcement personnel to develop coordinated action in fire suppression, traffic and crowd control.
- 2.4 The City may coordinate fire protection services with Fresno County and neighboring communities, including consideration of mutual aid and automatic aid agreements.
- 2.5 The City shall establish a network of streets that permits emergency vehicle access to any individual property that is no more than one minute from designated Arterial, ~~or Collector~~ ~~or Minor Collector~~ or roadways.

2.2 Fire Protection

OBJECTIVE

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

POLICIES AND STANDARDS

- 2.6 The City's fire service response goal shall be five minutes from "tone-out" to arrival on scene.

2.0 Safety Element

- 2.7 The City shall maintain a reliable water supply system that meets the fire protection needs of the community.
- 2.8 The City shall enforce the municipal code as it pertains to the abatement of fire hazards related to existing buildings, structures, and weed control.
- 2.9 The City shall support local, state and federal programs designed to inform and educate the public concerning fire prevention and suppression.
- 2.10 The City will coordinate with Fresno County in the provision of fire protection services to ensure the maximum level of protection for all residences, commercial establishments and industries within the Planning Area.
- 2.11 The City requires installation of fire safety devices in all residences and will encourage such installation at the time of original construction, remodeling or expansion.
- 2.12 The City will establish five minutes or two miles travel distance as the maximum response time or travel distance from the nearest fire station. Outside of this response range, built-in fire protection systems (i.e. sprinklers) shall be required in all new buildings.
- 2.13 The City will encourage the community to become involved in promoting state and federal fire protection programs in school and civic functions.
- 2.14 The outside storage of volatile, potentially volatile, or flammable materials, chemicals, or gases should be within a fire restrictive area, and only be permitted in the Industrial Areas of the City.
- 2.15 The storage and accumulation of automobiles, materials, chemicals, and excessive debris should not be tolerated in residential areas and should be restricted in the Commercial and Industrial Zones.
- 2.16 All new businesses licensed in the City of Huron should be subject to Fire Safety Inspection.

2.3 Flooding

OBJECTIVE

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

POLICIES AND STANDARDS

- 2.17 Consistent with Federal standards, the City shall implement FEMA regulations and design guidelines to address 100-year flood events, and require adequate storm drainage facilities to prevent flooding within the community.

2.18 The City shall conduct studies to:

- a. Evaluate the problem of the seasonal flooding of State Highway 269.
- b. Determine the economic impact that such seasonal flooding is causing in the local economy.
- c. Use the studies and conclusions of economic impacts of the seasonal flooding of State Highway 269 to actively seek potential funding sources:
 - 1) Create a storm drainage master plan.
 - 2) Build initial emergency response mitigation measures.
- d. Emphasize a flood-plain management approach in flood-hazard areas which are presently undeveloped, by regulation of land uses rather than concentrating on structural flood-control facilities - with their attendant high costs as a method of reducing flood damage. Therefore, in flood hazard areas, encourage uses that are not subject to extensive flood damage.
- e. Where existing development is located in flood-hazard areas, construction of flood-control facilities should proceed only after a complete review of the environmental impact and the project cost/benefit ratio has been analyzed.
- f. Flood-hazard regulations shall apply to all property subject to a 100-year flood. All areas subject to the 100-year flood shall be officially zoned by the County and the City with an appropriate land use designation that will be compatible, such as open space.
- g. Areas identified as subject to flooding by the Director of Public Works, but on which detailed flood studies (delineating the area and depth of a 100-year flood) are not yet available, shall be treated as within the 100-year flood plain unless evidence is presented to the contrary. Any development requiring a City permit in these flood-hazard lands shall be subject to review and approval by the Director of Public Works. The following conditions should apply:
 - 1) In cases of uncertainty as to the exact area and depth of flooding, the subdivider or developer may, at his expense, have a qualified registered civil engineer report either: 1) the area and depth of a 100-year flood, or 2) that the particular parcel is not subject to inundation in a 100-year flood. The engineer's report shall be reviewed for approval by the Director of Public Works. If the developer chooses not to provide an engineer's report, then development may be permitted under b, c, or d.
 - 2) Where the size of the subject parcel is 100,000 square feet or larger, the lowest floor to be inhabited should be at least three (3) feet above adjacent ground or otherwise flood proofed to this elevation.

- 3) Where the subject parcel contains less than 100,000 square feet, the lowest floor to be inhabited should be at least two (2) feet above the adjacent ground or otherwise flood proofed to this height.
 - 4) In areas where no detailed flood studies exist, but where topography or flood history indicates the area is subject to flooding above the required elevations as specified in 2) and 3) above, the height rise may be increased as determined by the Director of Public Works.
- 2.19 For the areas generally delineated by the 100-year flood plain, the following conditions shall apply:
- a. The lowest floor of proposed residential structures in potentially flooded areas shall be elevated to or above the 100-year flood height in a manner that will not adversely affect other properties.
 - b. The lowest floor of proposed non-residential structures which require a City permit and are located in potentially flooded areas shall be elevated to or above the 100-year flood height; or, together with attendant utility and sanitary facilities, be flood proofed up to at least the height of the 100-year flood. This work shall be done in a manner that will not adversely affect other properties.
 - c. A subdivision map creating more than four (4) parcels of land in a potentially flooding area shall not be approved unless flood hazards can be overcome by flood proofing measures that will not adversely affect other property. These measures shall be designed and constructed in a manner approved by the Director of Public Works.
 - d. The City shall require flood proofing, to the maximum extent practical, in connection with substantial improvements to existing structures in existing flooding areas. The elevation of the lowest floor of the structure may be raised to or above the height of a 100-year flood; or, for non-residential uses, flood proofing measures may be required up to the elevation of the 100-year flood.
- 2.20 All flood proofing shall be done in a manner that will not cause floodwaters to be diverted onto adjacent property, increase flood hazards to property located elsewhere, or otherwise adversely affect other property.

Flood-proofing measures such as, but not limited to, the following may be required:

- a. Anchorage to resist flotation and lateral movement.
- b. Use of special water resistant paints, membranes, or mortars to reduce seepage of water through walls.
- c. Addition of weight to structures to resist flotation.
- d. Construction of water and waste systems to prevent the entrance of floodwaters.

- e. Construction to resist rupture or collapse caused by water pressure or floating debris.
 - f. Location of all electrical equipment, circuits, and installed electrical appliances in a manner that will assure they are not subject to inundation by a 100-year flood.
 - g. Flood-proofing shall be required for structural storage facilities containing chemicals, explosives, buoyant materials, flammable liquids, or other toxic materials which could be hazardous to public health, safety, and welfare. These shall be located in a manner which will assure that the facilities are (1) situated at elevations above the height associated with the 100-year flood protection elevation, or (2) adequately floodproofed to prevent flotation or storage containers or damage to storage containers which could result in the escape of toxic materials into floodwaters.
- 2.21 In flood-hazard areas, all public utilities and facilities, such as road, sewage disposal, gas, electrical, and water systems, shall be located and constructed to minimize or eliminate flood damage to the facilities. This work shall be done in a manner that will not adversely affect other property.
- 2.22 In flood-hazard areas, natural watercourses should be identified, and their flow capacities shall be preserved. This does not prohibit relocation. All grading, including relocation and agricultural grading, which can substantially affect natural drainage channels shall require a grading plan and City permit. The Director of Public Works shall review and approve the grading plan before work may be initiated.
- 2.23 Open space uses should be encouraged in all flood-hazard areas. Land Conservation Contracts and Open Space and Scenic Easements should be made available to property owners within 100-year flood areas.
- 2.24 The City should initiate a public awareness program to inform affected property owners of flood hazards on lands that can expect potential flooding.
- 2.25 The City's Zoning Ordinance shall be amended to reflect the mandatory policies expressed herein.

2.4 Public Safety Standard

OBJECTIVE

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

POLICIES AND STANDARDS

- 2.26 Environmental Impact Reports should be required on all projects in areas of extreme hazard as defined herein (a project is defined within the California Environmental Quality Act).

2.0 Safety Element

- 2.27 It is the policy of the City to require that water supply systems be related to the size and configuration of land developments. Standards as set forth in the current subdivision ordinance shall be maintained and improved as necessary.
- 2.28 Development proposals shall take into consideration required fire standards, particularly in regard to critical facilities.
- 2.29 It is the policy of the City to maintain adequate street width and connectivity in the circulation system to enable prompt response and emergency access.
- 2.30 The street network shall be designed so that it does not pose undue hazards due to excessive vehicle speeds, excessive through traffic in residential neighborhoods or street design that is in substantial excess of future projected traffic volumes.
- 2.31 Existing traffic conflicts should be resolved, including connectivity between neighborhoods, access to industrial areas and critical intersections, and railroad/roadway conflicts.
- 2.32 All new construction should meet the requirements of the current Uniform Building Code as described in Section IIIB of the Five County Seismic Safety Element, as adopted by the City of Huron.

2.5 Geologic Hazards

OBJECTIVES

- A. Avoid exposure of persons or property to geologic hazards.

POLICIES AND STANDARDS

- 2.33 All proposed structures, utilities, or public facilities located within recognized near-surface subsidence hazard areas should be located and constructed in a manner to minimize or eliminate subsidence damage.
- 2.34 All proposed structures or additions to existing structures on property in potentially unstable areas as mapped by the County or City should require a preliminary soil survey as specified in Section 17.032.030 of County Ordinance Code and applicable City Ordinance Codes to determine soil stability before the granting of a building permit.
- 2.35 Any proposed development which requires a City permit and is located in an area containing soils with high "expansive" or "shrink-swell" properties should require a preliminary soil report, as specified in the County Ordinance Codes and applicable City Ordinance Codes, and should require special measures to offset these effects.
- 2.36 In areas identified by the City as unstable, any development which requires a City permit and can cause slope instability should not be allowed unless adequate measures for reducing the instability to an acceptable level are incorporated into the design.

2.0 Safety Element

- 2.37 Whenever zoning is employed to restrict the use of land subject to severe geologic hazards, parcels so restricted should be eligible for participation in the City's Open Space programs .
- 2.38 The City's applicable Ordinances shall be amended to include the policy recommendations contained herein.

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CHAPTER 3.0

OPEN SPACE, CONSERVATION AND
RECREATION ELEMENT

3.0 OPEN SPACE, CONSERVATION AND RECREATION ELEMENT

INTRODUCTION

This General Plan element has been updated to reflect the existing needs and future vision of Huron. The Open Space, Conservation and Recreation Element presents the City strategy to preserve its natural environment and comprehensively integrate it with the man-made environment. The Open Space, Conservation and Recreation Element focuses on the protection and enhancement of open space, natural and recreational resources to ensure a high quality living environment in Huron.

PURPOSE OF THE OPEN SPACE, CONSERVATION AND RECREATION ELEMENT

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

SCOPE AND CONTENT OF THE OPEN SPACE, CONSERVATION AND RECREATION

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

3.0 Open Space, Conservation and Recreation Element

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

3.1 Natural Resources

OBJECTIVES

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

POLICIES AND STANDARDS

- 3.1 Expand programs that enhance groundwater recharge in order to maintain the groundwater supply, including the installation of detention or retention ponds in new growth areas.
- 3.2 No urban level development shall be approved in the City unless the development is, or can be served by the City sewer system.
- 3.3 Water conservation methods shall be continued.
- 3.4 To assist the City in meeting the clean air quality requirements of the federal and state Clean Air Acts, the San Joaquin Valley Air Pollution Control District will be consulted to provide community planning guidance to help reduce potential air quality impacts. In conformance with State legislation, an Air Quality Element shall be developed based on the Air District's Air Quality Guidelines for General Plans.
- 3.5 Promote biological diversity and the use of plant species compatible with the bio-region.
- 3.6 New construction activities shall comply with the standard and optional PM₁₀ control measures as set forth by the San Joaquin Valley Air Pollution Control District's Guide for Assessing and Mitigating Air Quality Impacts.

3.0 Open Space, Conservation and Recreation Element

- 3.7 To protect human health, the City's water resources will be monitored by the Regional Water Quality Control Board on a regular basis to test for bacteriological and toxic chemical components.
- 3.8 Initiate and/or support local and regional recycling programs, and transfer station-based solid waste sorting programs.
- 3.9 The City should conduct studies geared towards the creation, management, and proliferation of sustainable practices of the existing agriculture activity in the Planning Area.
- 3.10 The City, in conjunction with the County, fosters agricultural activities that are in line with sustainable development criteria. Such activities should raise the economic base of the City by introducing alternative crops in agriculture that preserve the environment and improve social conditions.
- 3.11 Areas that have unusually high value for fish and wildlife propagation should be preserved in a natural state to the maximum possible extent.
- 3.12 The City should support State and Federal programs to acquire significant fish and wildlife habitat areas for permanent protection and/or public recreation use.

3.2 Recreation

OBJECTIVES

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

POLICIES AND STANDARDS

- 3.13 The City shall provide parks at a minimum rate of 5.0 acres of park per 1,000 population, including 1.0 acre/1,000 population for mini parks, 3.0 acres/1,000 for neighborhood parks, and 1.0 acre/1,000 for regional parks. Neighborhood parks shall be at least 5 acres. Lighting and Landscape Districts shall be encouraged to ensure that the park facilities are adequately maintained.
- 3.14 Parks shall be developed as growth and fiscal resources warrant, which respond to the needs of the City's diverse population.
- 3.15 Develop and maintain parklands in accordance with the Coalinga-Huron Recreation and Park District.
- 3.16 The City will maximize opportunity for joint use of public land and facilities such as schools, stormwater ponding basins and other recreation areas under public jurisdiction suitable for recreation.

3.17 The City should consider the following factors when selecting areas for parks or open space:

- a. Time and distance it will take to travel to the park or open space
- b. Demographic profile of park/open space users (age, sex, family size, etc.)
- c. Socio-economic factors (income, education, etc.)
- d. Expressed needs and desires of the citizens of Huron
- e. Ability of agricultural land to serve as an open space buffer
- f. Geographical location
- g. The quantity and quality of existing facilities

3.18 Open space areas set aside for conservation or protection of new developments shall be considered to be incorporated as scenic features and visually integrated as land use organizing elements.

3.3 Open Space

OBJECTIVES

- A. Create and preserve an open space system in the Huron Planning Area to meet a variety of needs.

POLICIES AND STANDARDS

- 3.19 The City encourages the utilization of the existing park system for annual festivals that bring visitors to Huron.
- 3.20 The City encourages the protection of open space for the preservation of natural resources.
- 3.21 The City encourages the preservation and protection of agricultural use on lands in and surrounding the Huron Planning Area for open space purposes and for the managed production of resources.
- 3.22 The City encourages the formation of passive open space areas in the city to allow rest, socializing and informal gatherings such as plazas, parklets or pocket parks. These should be located in areas convenient to residential and commercial areas, such as Myrtle Avenue and 4th Street and 9th Street and Huron Avenue.

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CHAPTER 4.0
AIR QUALITY ELEMENT

4.0 AIR QUALITY ELEMENT

INTRODUCTION

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

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

PURPOSE OF THE AIR QUALITY ELEMENT

The purpose of the Air Quality Element is to identify air quality problem areas and implement policies and standards to address those problem areas. Without the implementation and maintenance of appropriate air quality standards, threats to public health and a declining quality of life may result. The Air Quality Element, now mandated by state planning law, has been included in Huron General Plan to ensure a healthy environment through the management of our air resources.

SCOPE AND CONTENT OF THE AIR QUALITY ELEMENT

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

GOAL

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

OBJECTIVES

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

POLICIES AND STANDARDS

- 4.1 Coordinate with other local and regional jurisdictions, including the SJVAPCD and the California Air Resources Board (ARB), in the development of regional and county clean air plans and incorporate the relevant provisions of those plans into City planning and project review procedures. Also cooperate with the SJVAPCD and ARB in:
 - a. Enforcing the provisions of the California and Federal Clean Air Acts, State and regional policies, and established standards for air quality.
 - b. Encouraging economy clean fuel for City vehicle fleets, when feasible.
 - c. Developing consistent procedures for evaluating project-specific and cumulative air quality impacts of projects.
- 4.2 Require area and stationary source projects that generate significant amounts of air pollutants to incorporate air quality mitigation in their design, including:
 - a. The use of best available and economically feasible control technology for stationary industrial sources;
 - b. The use of EPA-certified wood stoves in new residential units;
 - c. The use of new and replacement fuel storage tanks at refueling stations that are clean fuel compatible, if technically and economically feasible;

-
- d. The promotion of energy efficient designs, including provisions for solar access, building siting to maximize natural heating and cooling, and landscaping to aid passive cooling and to protect from winter winds.
- 4.3 Develop strategies to minimize the number and length of vehicle trips, which may include:
- a. Promoting commercial/industrial project proponent sponsorship of van pools or club buses;
 - b. Encouraging commercial/industrial project day care and employee services at the employment site;
 - c. Encouraging the provision of transit, especially for employment-intensive uses of 200 or more employees;
 - d. Providing incentives for the use of transportation alternatives;
 - e. Providing expansion and improvement of public transportation services and facilities.
- 4.4 Encourage transportation alternatives to motor vehicles by developing infrastructure amenable to such alternatives by doing the following:
- a. Consider right-of-way requirements for bike usage in the planning of new arterial and collector streets and in street improvement projects;
 - b. **Consider creating 'destination' routes for bicycle travel throughout the city, including the creation of a bicycle route from M Street to 4th and Palmer Avenue, and east on Palmer Avenue to destinations such as the Public Library, Chestnut Park, Huron Community Park, Chestnut High School and Huron Elementary School.**
 - c. Require that new development be designed to promote pedestrian and bicycle access and circulation;
 - d. Provide safe and secure bicycle parking facilities at major activity centers, such as public facilities, employment sites, and shopping and office centers.
- 4.5 Encourage land use development to be located and designed to conserve air quality and minimize direct and indirect emissions of air contaminants by doing the following:
- a. Locate air pollution point sources, such as manufacturing and extracting facilities in areas designated for industrial development and separated from residential areas and sensitive receptors (e.g., homes, schools, and hospitals);
 - b. Establish buffer zones (e.g., setbacks, landscaping) within residential and other sensitive receptor site plans to separate those uses from highways, arterials, hazardous material locations and other sources of air pollution or odor;

- c. Consider the jobs/housing/balance relationship (i.e., the proximity of industrial and commercial uses to major residential areas) when making land use decisions.
- d. Provide for mixed-use development through land use and zoning to reduce the length and frequency of vehicle trips;
- e. Accommodate a portion of the projected population and economic growth of the City in areas having the potential for revitalization;
- f. Locate public facilities (libraries, parks, schools, community centers, etc.) with consideration of transit and other transportation opportunities;
- g. Encourage small neighborhood-serving commercial uses within or adjacent to residential neighborhoods when such areas are aesthetically compatible with adjacent areas; do not create conflicts with neighborhood schools; minimize traffic, noise, and lighting impacts; encourage and accommodate pedestrian and bicycle access; and, are occupied by commercial uses that have a neighborhood-scale market area rather than a community-wide market area;
- h. Encourage a development pattern that is contiguous with existing developed areas of the City.

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CHAPTER 5.0
CIRCULATION ELEMENT

5.0 CIRCULATION ELEMENT

INTRODUCTION

In the City of Huron, regional vehicular transportation is provided by State Highway 269 which runs in a north to south direction through the center of town. Regional rail is available through the San Joaquin Valley Railroad (SJVR). Huron's transit needs are served by the Fresno County Rural Transit Agency (FCRTA), through a local Dial-A-Ride service to the residents and visitors of Huron, as well as an inter-city fixed route service between Huron and Coalinga.

PURPOSE OF THE CIRCULATION ELEMENT

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

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

SCOPE AND CONTENT OF THE CIRCULATION ELEMENT

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

- Coordinate the transportation and circulation system with planned land uses;

5.0 Circulation Element

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

The Guidelines indicate that the Circulation Element should address all facets of circulation including streets and highways, transportation corridors, public transit, railroads, bicycle and pedestrian facilities, and commercial, general, and military airports. The Huron Circulation Element fulfills state requirements with a plan to provide effective circulation facilities supporting desired community development.

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

GOAL

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

OBJECTIVES

- A. Maintain a roadway level of service (LOS) of C or better on local streets and ~~Minor~~ Collectors, and LOS of D or better for Collector and Arterial streets.
- B. Enhance the availability and accessibility of alternative modes of transportation, such as walking, bicycling, carpools, buses and rail.
- C. Improve neighborhood livability by ensuring that streets are related to other aspects of the community which enhance and contribute to Huron's small town charm, provide safe and pleasant conditions for residents, and have adequate emergency access.
- D. Design streets that promote safe and pleasant conditions for residents, pedestrians, bicyclists and motorists on neighborhood streets, while preserving access for emergency vehicles, buses and other uses.

POLICIES AND STANDARDS

5.1 *General Circulation and Street System*

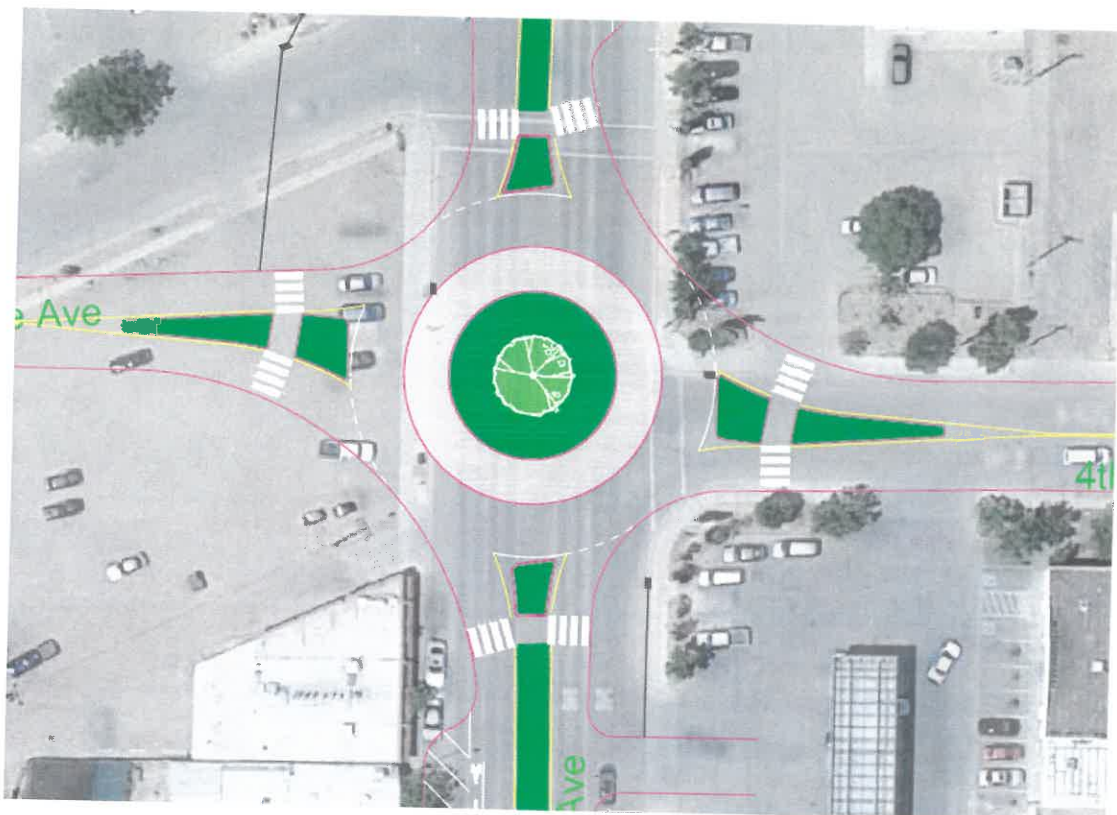
- 5.1 Consider traffic impact fees for providing sufficient funding for circulation network improvements necessitated by planned future growth.
- 5.2 Incorporate features such as bus **transit** shelters, bicycle storage, bicycle racks and park and ride lots into the design of public and private development projects.
- 5.3 Designate a network of bicycle routes providing safe passage throughout the City; establish linkages between schools, parks and designated bikeways. Location of bicycle routes along existing streets to serve public destinations should be encouraged, such as on M Street from 4th Street and Palmer Avenue and east on Palmer Avenue in Huron, as well as on Azteca Boulevard (see 5.3, Pedestrian and Bicycle Modes)
- 5.4 Require bicycle storage facilities as a condition of approval for multi-family residential development projects containing 10 or more units and for all commercial and public development proposals.
- 5.5 Roundabouts are to be encouraged where traffic levels and analysis support them and, where located at selected street intersections, will improve traffic flow, reduce air emissions and provide community landmarks. Proposed locations for roundabouts in the City include the intersection of Myrtle Avenue and 4th Street and a gateway city roundabout at the intersection of Lassen Avenue and Palmer Avenue (see illustrations, below). An alternative strategy includes this plan plus a second roundabout to the south at Lassen and Tornado Avenues.

5.5.1. Implementation.

- a. Analyze street realignment needs, if any, for the particular location.
- b. Coordinate with Caltrans regarding timing, design, traffic analysis needs and eventual approval of the project.
- c. Identify land acquisition needs to realize project and sources of funding for that transaction.
- d. Identify sources of funding for roundabout design and construction, such as CMAQ Funds, STP, Measure C Funds, Infrastructure State Revolving Fund and Highway Safety Improvement Projects (HSIP), CDBG and USDA funding.



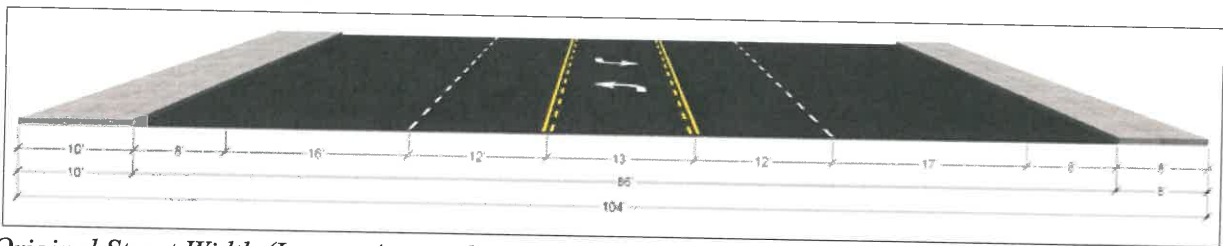
Potential gateway Roundabout at Lassen and Palmer Avenues (conceptual)



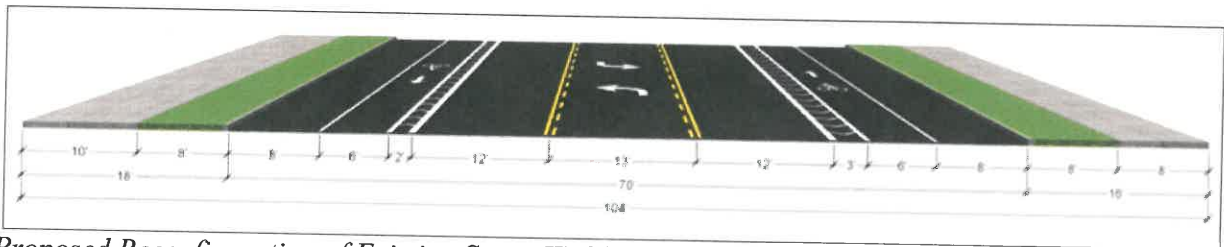
Roundabout at Myrtle and 4th Streets (conceptual)

5.0 Circulation Element

- 5.6 Conduct an assessment of existing parking requirements and consider reducing them as a means of attracting commercial development.
- 5.7 Provide additional landscaping, including street trees, along existing roadways.
- 5.8 The City will budget for traffic improvements in the Capital Improvement Program each fiscal year.
- 5.9 Over-design of streets including streets that are too wide for projected traffic volumes shall be avoided to save lives, property and money. **The following illustrates a possible reconfiguration of a street width, which may be appropriate for Arterial streets in Huron :**



Original Street Width (Lassen Avenue between Railroad and Myrtle)



Proposed Reconfiguration of Existing Street Width with Bicycle Lanes, parallel parking

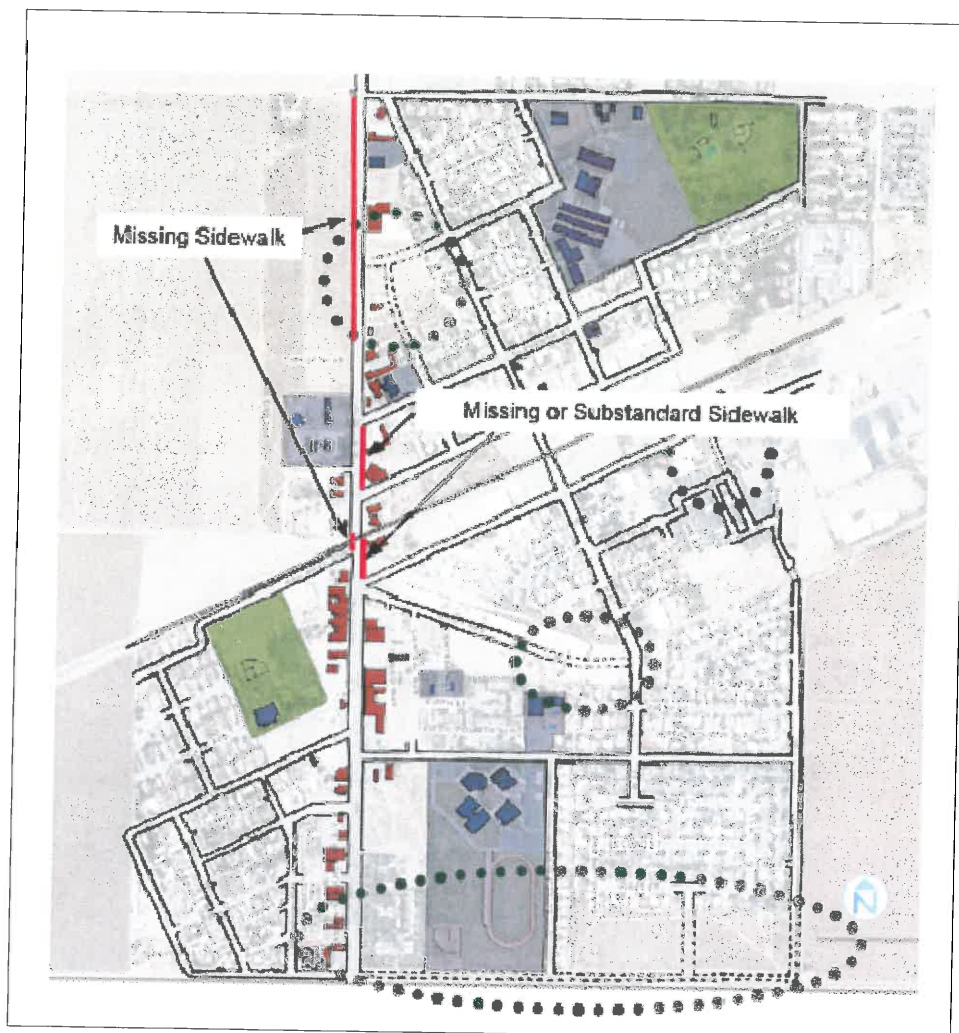
- 5.10 In the interest of ~~reducing housing production costs and City maintenance costs~~ **creating more bicycle and pedestrian-friendly environments and to reduce automobile speeding**, street widths should be minimized. Where appropriate, ~~private streets and other traffic calming design features~~ **such as bulbouts and modified intersection designs** to reduce street construction costs shall be incorporated into new subdivisions (**see 5.28**).
- 5.11 Lighting and Landscape Districts and other mechanisms shall be considered and encouraged for the **provision and** maintenance ~~and operation~~ of new ~~amenities~~ **amenities to for** residential streets.
- 5.12 In new residential subdivisions, to the maximum extent possible, local streets should be aligned in an east-west orientation.
- 5.13 Local residential streets shall be kept at a curb-to-curb width of ~~36~~ **40** feet and provided with shade to prevent excessive heat build-up.
- 5.14 Design the street network with multiple connections and relatively direct routes for motorists, as well as pedestrians and bicyclists.
- 5.15 Residential streets shall be designed with sidewalks on both sides. Sidewalks shall be a

minimum width of 5.5 feet to provide enough room for two pedestrians to walk side by side. Sidewalks and bike lanes shall be shaded by trees for pedestrian comfort.

5.16 **Address and rectify connectivity gaps in the City of Huron such as missing sidewalks and street connections (see illustration, below).**

5.16.1. Implementation.

- a. Identify sources of funding to close connectivity gaps.**
- b. When considering projects, coordinate with Caltrans' Local Assistance program and ADA Infrastructure programs, CMAQ funds and County Measure C funding.**
- c. Encourage residents to report ongoing connectivity deficiencies, especially involving possible pedestrian safety issues.**



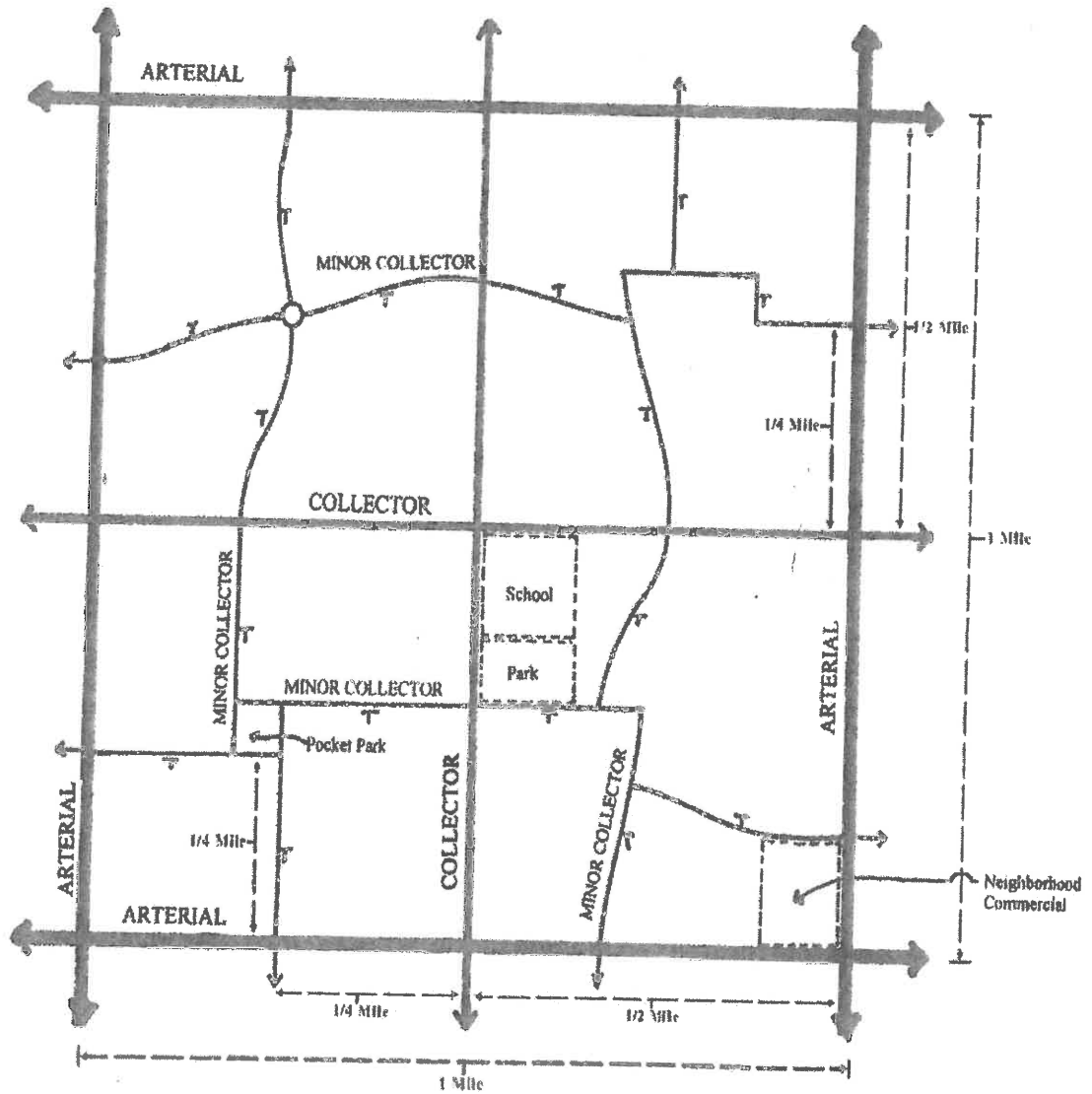
Identified connectivity gaps in Huron's mobility system. Green dots are missing street connections, red lines are missing sidewalk.¹

¹ City of Huron Mobility, Access and Safety Project, February 2014, p. 5.

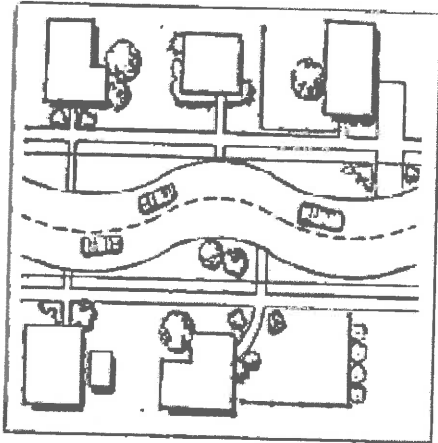
5.0 Circulation Element

- 5.17 Through streets and Collectors or Arterials should be no more than over a half-mile apart.
- 5.18 Short streets, trees, on-street parking, tee intersections, use of terminating vistas and traffic calming devices shall be considered to limit vehicle speed.
- 5.19 Use traffic calming measures to keep speeds on streets that provide direct access to homes down to 25 mph (~~see Table 5-1~~).
- 5.18 Streets shall be designed in accordance with projected traffic volumes and city-adopted level of service standards. Oversized streets shall be discouraged.
- 5.19 Connectivity shall be encouraged and provided, which permits vehicular and non-vehicular circulation within a neighborhood without exclusive reliance on perimeter Collectors and Arterials.
- 5.20 The right-of-way for the circulation system shall be developed and dedicated to the appropriate extent when development or division of property occurs.
- 5.21 Street widening ~~and right-of-way acquisition in existing developed areas~~ shall **only** be undertaken when required for obvious safety reasons, such as trends towards higher accident rates or marked decline in overall levels of service.
- 5.22 Established truck routes shall be maintained. New truck routes should be limited to Arterials and Collectors.
- 5.23 ~~Minor~~ Collectors shall be used to provide connectivity within neighborhoods as shown in Figure 5-1. These streets shall have offsets, **bulbouts, traffic circles** and/or other traffic calming features, ~~in conformance with Table 5-1~~, to discourage through traffic (**see 5.28**). They should also be designed to avoid four way intersections when possible.
- 5.24 ~~Minor~~ Collector streets shall provide access to traffic-generating land uses such as schools, hospitals, shopping and recreation areas.
- 5.25 Arterials shall be designated to provide cross-town, through-town, and inter-city traffic. Frequent drive approaches shall be discouraged, where possible, to facilitate traffic flow and reduce potential traffic conflicts and hazards.
- 5.26 Direct access (driveways) to individual dwelling units from Arterials shall be prohibited. Direct access to Collector streets **shall also be prohibited** with projected traffic volumes at full build out in excess of 2,000 average daily trips, **when traffic exceeds 25 percent of the volume that would be expected from land uses directly served by those streets** ~~shall also be prohibited~~.
- 5.27 Overnight truck (tractor-trailer) parking shall be prohibited in residential areas, or other areas that are deemed inappropriate.

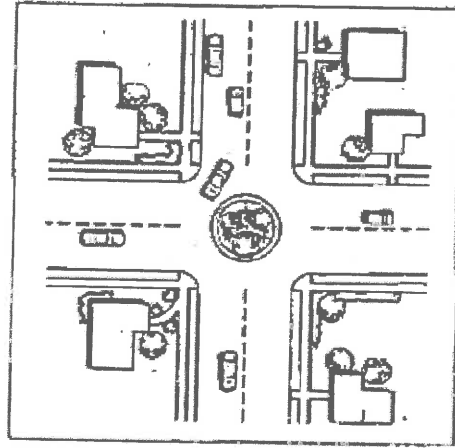
Figure 5-1
Overall Conceptual Circulation Plan
 (Illustrative Only, Refer to Policies for Precise Requirements)



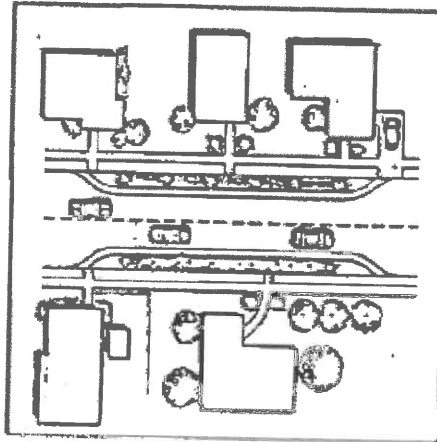
5.28 Traffic calming features may be used to create safety for pedestrians, bicyclists and residents. in accordance with Table 5-1. Passive traffic calming features such as road curvature and width, narrowings, roundabouts, street offsets, curb extensions and other built-in features are preferred over roadway obstructions such as speed humps or tables, barriers, or diverters (see illustration below). or traffic islands.



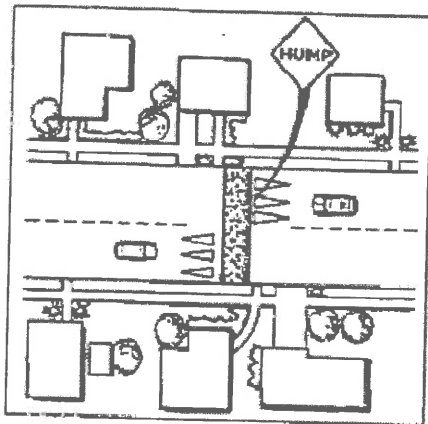
Road Curvature, or Chicane



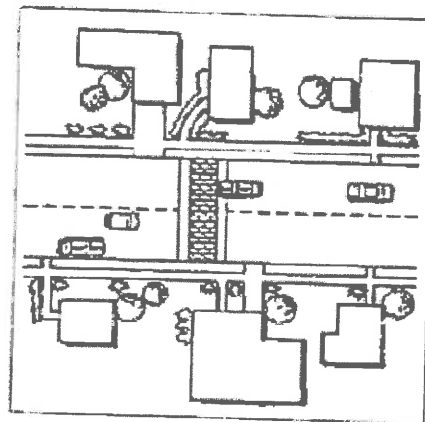
Traffic Circle



Choker



Speed Hump



Speed Table

5.29 Utilize traffic calming design, such as bulbouts, curb extensions and raised crosswalks where data indicates that there is high likelihood of pedestrian use and vulnerability.

5.29.1 Consider construction of curb extension at the intersection of Los Angeles and Apple Streets (see below) to rectify the documented danger to vehicles and pedestrians. Use this traffic calming road design to narrow the streetway, slow vehicular traffic, and shorten the pedestrian crossing, increasing safety.

5.29.2. Implementation

a. Review current data and consult with various professionals to ensure that the design addresses as many safety concerns as possible.

b. Coordinate with Caltrans' Americans With Disabilities Act Infrastructure Program to ensure that the design will meet ADA requirements.

c. Seek funding from CMAQ, STP, Fresno County Measure C Funds and the Infrastructure State Revolving Fund to realize the project and use the money available for Huron.

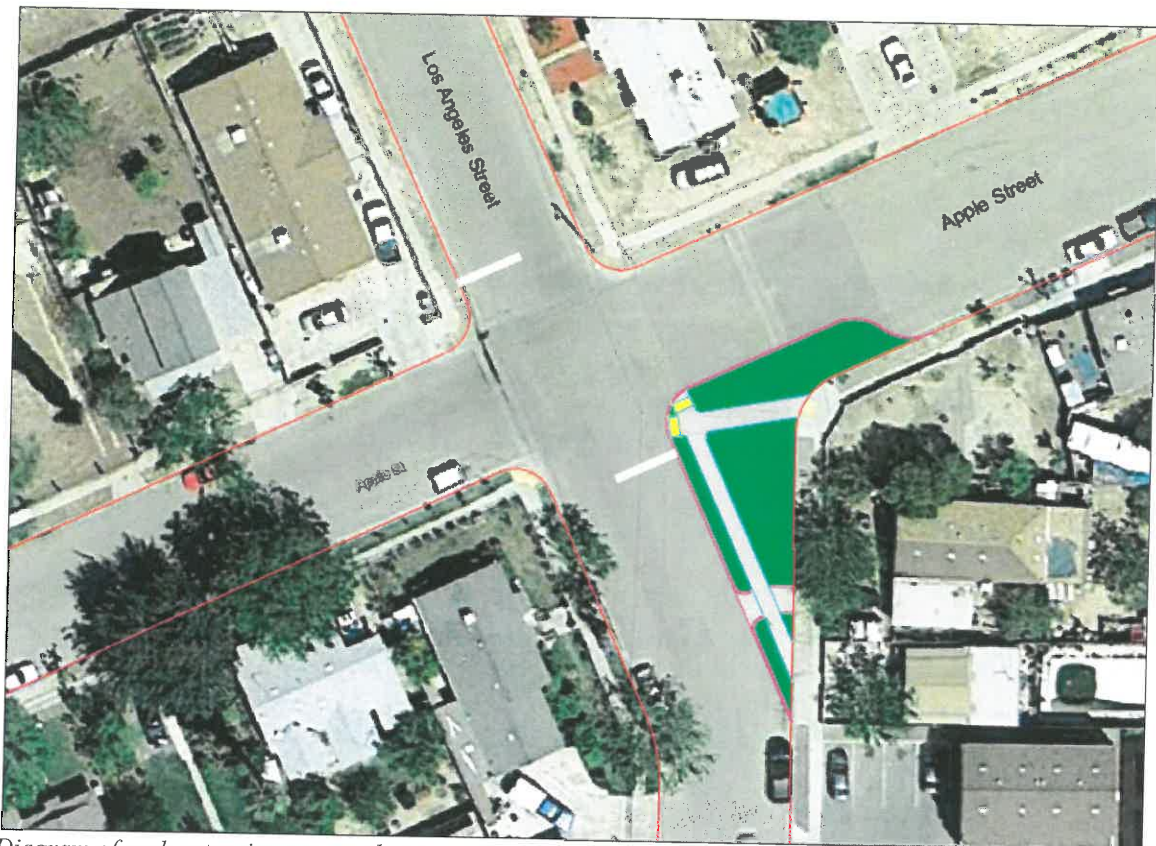


Diagram of curb extension proposal at intersection of Los Angeles and Apple Streets with sidewalks and stop signs. Source: Nelson\Nygard, from City of Huron Mobility, Access and Safety Project, February 2014, p 27.

5.30 ~~Minor~~ Collectors and Local streets shall not carry an unreasonable level of through traffic. If it is determined that a Local street or ~~Minor~~ Collector is carrying an unacceptable level of through traffic, the City may take appropriate means to reduce traffic through creation of one-way traffic flow, installation of traffic diversion devices, and/or any other means deemed to be acceptable under the Vehicle Code of the State of California. For the purposes of this policy, an unreasonable level of traffic may be deemed to exist when traffic exceeds ~~exists that is~~ 25 percent ~~in excess~~ of the volume that would be expected from land uses directly served by these streets.

Arterial Streets

5.31 Arterial streets shall be built at a typical separation of one (1) mile with a typical right-of-way of 80 feet (includes sidewalk and landscaping) as shown in Figure 5-1 and 5-2. In the City of Huron, identified Arterial streets are Palmer and Tornado Avenues. State Route 269 (Lassen Avenue) is identified as an Arterial street within the City limits.

5.32 Arterial Street Standards.

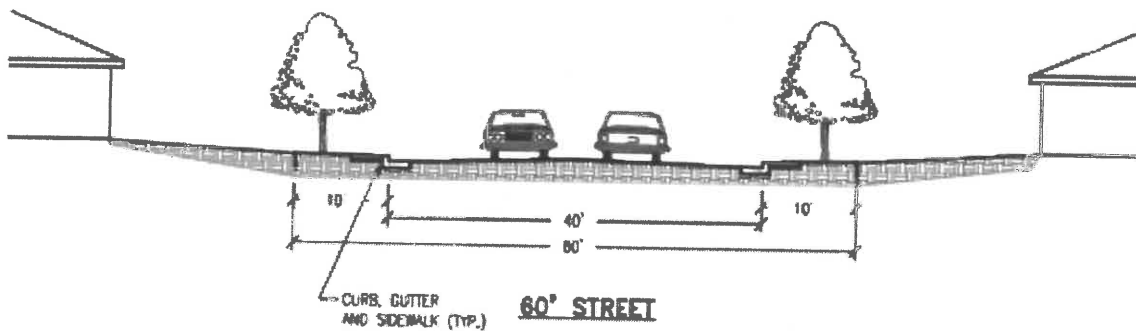
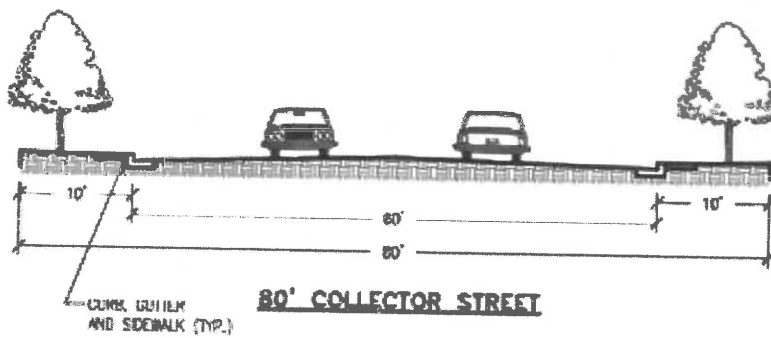
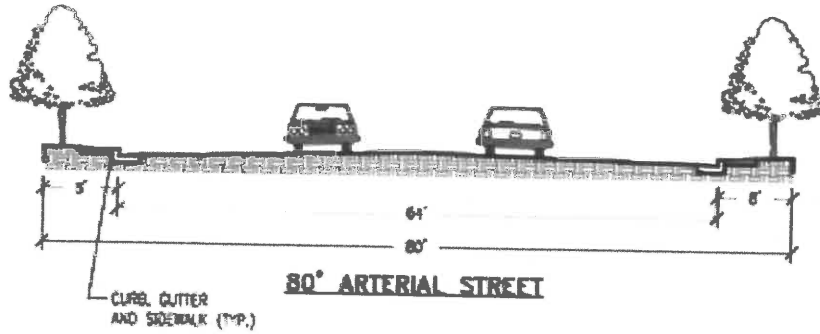
- a. Driveway access to major activity centers shall be located away from adjacent intersections of a Collector or Arterial street in a manner to avoid traffic conflicts.
- b. The distance between driveways along commercially developed Arterials shall be limited in order to provide adequate ingress/egress and merging and weaving operations.
- c. Where possible, driveways to major activity centers shall be located on adjacent Collector streets rather than on Arterial streets.
- d. Driveways along Arterials to single-family residential property shall be prohibited; these properties shall receive access from Local streets or Minor Collectors.
- e. If driveways must be provided near intersections for special commercial facilities (such as service stations), these driveways shall not be serviced by median breaks and shall be located far enough from the intersecting right-of-way in order to provide safe traffic operations.
- f. Median breaks shall provide access to Collector streets and to major activity centers and shall be located an adequate distance away from adjacent intersections of an Arterial or Collector Street.
- g. Arterial streets shall include landscaping, curb, gutter and sidewalks in accordance with Figure 5-2.
- h. To insure that the transportation system is so planned to minimize social and economic disruptions to the neighborhoods, Arterial streets shall skirt residential areas.

Collector Streets

5.33 Collector streets shall be built at a typical separation of up to one mile (typically between adjacent Arterial streets), with a typical right-of-way of ~~99 to 107~~ 60 feet curb to curb as shown in ~~Figures 5-1 and~~ Figure 5-2. In the City of Huron, Collector Streets are: M Street, Myrtle Street, Orange Street, 4th Street, 9th Street and O Street.

5.34 Collector Street Standards

- 5.34.1 Driveway access to major activity centers shall be located an adequate distance from adjacent Collector or Arterial Street intersections.



**STREET
STANDARDS**

**FIGURE
5-2**

August 26, 2014

- a. Driveway access to major activity centers shall be located an adequate distance from adjacent collector or street intersections.
- b. The distance between driveways and intersecting local streets shall be limited in order to provide adequate ingress and egress.
- c. Driveways to residential property along Collectors shall be consolidated whenever possible.
- d. If driveways must be provided near intersections for facilities (such as service stations), these driveways shall not be serviced by median breaks and shall be located far enough from the intersecting right-of-way in order to provide safe traffic operations.
- e. Medians on Collectors shall be raised concrete where left turn control is needed or painted median or two-way left turn pockets where otherwise appropriate.
- f. Collectors shall include landscaping, **including curb, gutter and sidewalks** in conformance with Figure 5-2.
- g. Streets shall be designed for a level of traffic that will not cause a detrimental impact on adjacent land uses.

5.35 Unnecessary cross-traffic conflicts shall be eliminated to improve the traffic flow along Arterials and Collectors. Raised medians **or positive offsets (see below)** shall be installed as required to restrict unsafe turning movements.

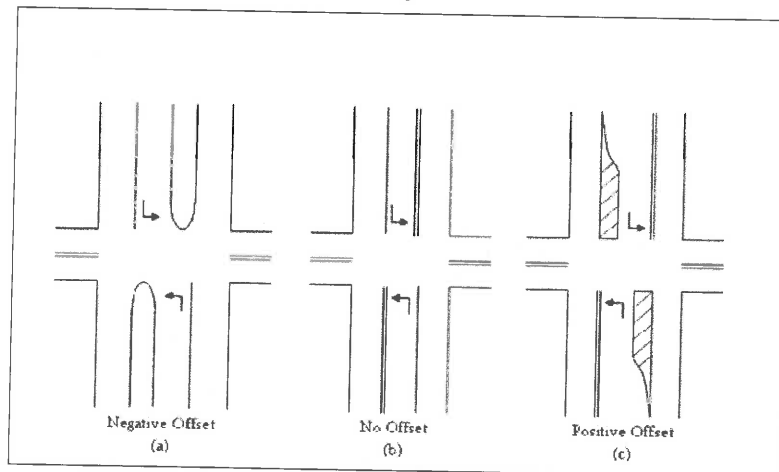
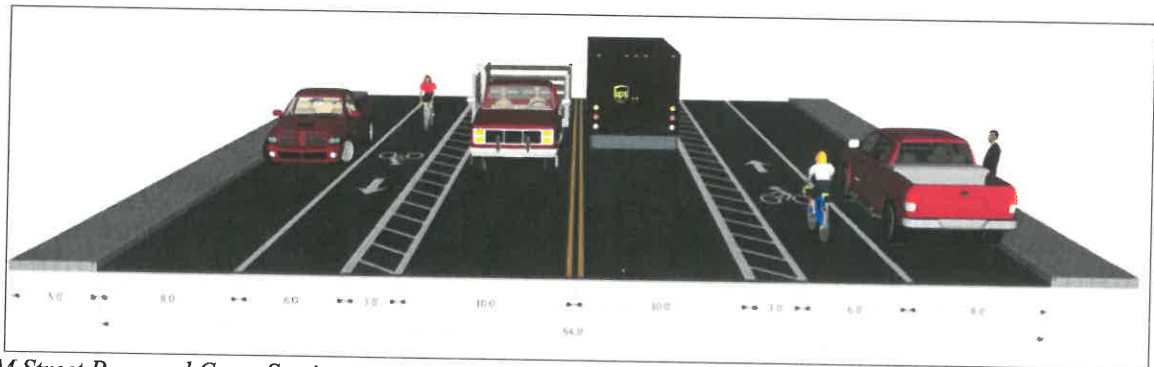


Illustration of Types of Offsets

5.36 Collector streets **such as M Street** shall **may** be up to four lanes for through traffic and may include an optional median for left turn access to local streets and adjacent land uses. **To further enhance safe and convenient multimodal travel, however,** On street parking **or bicycle lanes** may be provided where street capacity does not require left turns or four through lanes **(see illustration below)**.



M Street Proposed Cross Section

- 5.37 Arterials and Collectors in areas of existing development shall be built to standards consistent with a policy of reducing impacts on adjacent properties.
- 5.38 Where possible, Arterials and Collectors should form 4-leg, right angle intersections; jog, offset and skewed intersections of major streets in near proximity shall be avoided where possible.
- 5.39 Where Arterial and Collector streets are required, residential development shall be oriented away (side-on or rear-on) from such streets, and properly buffered so that the traffic carrying capacity of the street will be preserved and the residential environment is protected from the adverse effects of the street.
- 5.40 Adequate access shall be provided to high intensity land use areas such as employment centers, shopping areas, schools and recreation facilities.
- 5.41 Due to the traffic congestion which results from numerous points of ingress and egress along commercial streets, future commercial developments or modifications to existing developments shall be master planned with limited points of ingress and egress onto a major street.

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

Minor Collectors

5.43 ~~Minor Collectors shall be used to provide access within a neighborhood, and to major activity centers in a safe and efficient manner as shown in Figure 5-1.~~

5.44 Minor Collectors Standards

- a. ~~Minor Collectors shall be designed to connect neighborhoods and neighborhood access to schools, parks or other facilities without exclusive reliance on Arterials or Collectors as shown in Figure 5-1.~~
- b. ~~Minor Collectors shall be a 59-foot local street in accordance with Figure 5-2.~~
- e. ~~Minor Collector offsets shall be provided at least every 1,320 lineal feet (1/4 mile) of roadway, with such offsets between 125 to 200 feet. Streets shall be designed with gentle curves to achieve a 25 mph design speed. Other traffic calming features shall be provided in accordance with Table 5-1, if necessary to achieve the desired design speed.~~

Local Streets

5.45 Local Streets shall be designed in accordance with adopted standards with right-of-way widths in conformance with Figure 5-2.

- a. ~~59~~ **60**-foot Local streets (~~40~~ **36**-foot curb to curb) may be used in cul-de-sacs or on Local streets that will have traffic volumes that do not exceed 750 ADT.
- b. Local street lengths should be short, preferably not exceeding 500 feet, or they shall be designed with gentle curves and changes in grade to limit the sight line to 500 feet.
- c. A majority of streets should be curved or terminate so that no street vista is longer than 500 feet.
- d. Traffic calming features such as curb extensions, traffic circles, **bulbouts** and medians may be used to encourage slower traffic speeds, ~~in accordance with Table 5-1.~~
- e. Local streets should be aligned to form three-way intersections, when possible, in order to create inherent right-of-way assignment and to reduce accidents without the use of traffic controls.
- f. Local streets that intersect an Arterial should be aligned with another street to form a four-way intersection. Local streets that intersect a Collector should provide for an offset. These streets should be designed so that they can easily be regulated by a stop sign, **roundabout** or other traffic control device, if necessary.

- g. Curb cuts for driveways to individual residential lots shall be prohibited along Arterial streets. Curb cuts shall be limited to intersections with other streets or access drives to parking areas for commercial, civic or multifamily uses. Clear sight triangles shall be maintained at intersections, unless controlled by traffic signal devices.
 - h. Pedestrian accessibility from adjacent residential neighborhoods shall be provided by the usage of through-block connections or other accessibility methods. These street linkages may include access roads, open ended cul de sacs, pedestrian paths, or other such facilities for pedestrian and bike access, and emergency access, where necessary. Such a linkage shall be made to abutting Collector or Arterials no less frequently than every 600 feet.
- 5.46 The Subdivision Ordinance, Zoning Ordinance or other applicable City codes and ordinances shall be amended to include standards to address the policies and objectives of the Circulation Element.

5.2 Parking and Onsite Circulation

- 5.47 Parking standards will be evaluated to ensure that parking requirements are satisfied within walking distance of development, and so that Arterial and Collector streets do not separate parking from the parking demand generator.
- 5.48 Discourage the proliferation of surface parking as a general interim land use, particularly where sound residential, commercial or industrial buildings would be demolished pending other development.
- 5.49 Soften the impact of expansive parking areas in all land use designations through landscaping and tree plantings as prescribed in the City Zoning Ordinance.
- 5.50 Facilitate and encourage adequate parking throughout the community, including all commercial areas.
- 5.51 All new development, except as designated in the Downtown, shall provide adequate on-site parking for the on-site uses.
- 5.52 **Electric vehicle charging stations shall be encouraged where demand exists. Charging stations shall be installed where appropriate permitting and approval is given by the City.**

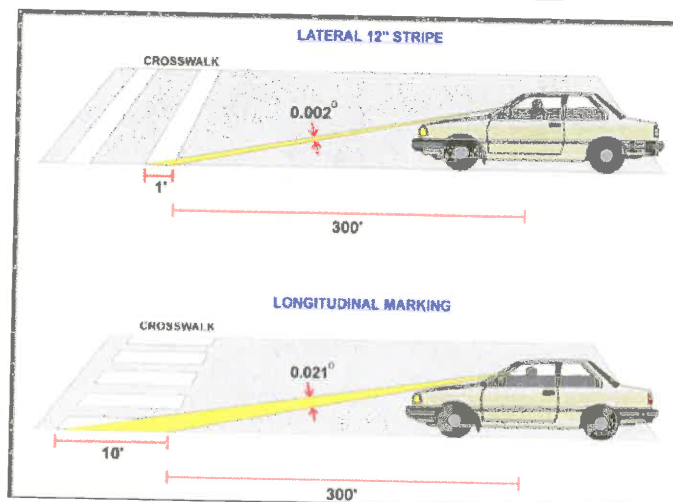
5.3 Pedestrian and Bicycle Modes

- 5.53 In existing developed areas where sidewalks do not exist, the City shall continue to support existing programs and pursue new programs for sidewalk construction (**see 5.16**). Bicycle accidents shall continue to be monitored and bicycle paths and lanes shall be established upon need.
- 5.54 Provide safe, aesthetic and pleasant space for pedestrians. **Where appropriate, consider plazas, pocket parks and other public spaces for pedestrian gathering places.**
- 5.55 Widen sidewalks above the minimum established Improvement Standards where intensive commercial, recreation or institutional activity is present and where residential densities are high.

- 5.56 Ensure convenient and safe pedestrian crossings.
- 5.57 Pedestrian and bicycle access shall be provided on Local streets and ~~Minor~~-Collectors to enable pedestrians to have access through a neighborhood, to shopping areas, to transit stops, schools and other such facilities.
- 5.58 Locate sidewalks, pedestrian paths, and appropriate crosswalks to facilitate access to all schools and other areas with significant pedestrian traffic. Whenever feasible, pedestrian paths shall be developed to allow for unobstructed pedestrian flow from within a neighborhood.
- 5.59 Promote safe, convenient, and accessible pedestrian access ways within the community except where there is no demonstrated need, such as industrial and rural residential areas.
- 5.60 Continue to identify areas of the City with a need for high visibility crosswalks, such as the crosswalk at 11th Street and Lassen Avenue and Lassen Avenue and Cherry Street. Given that Lassen Avenue is a major truck route, these crosswalks would be built to include maximum safety standards, such as the use of "continental striping" (see illustration of continental striping, below).

5.60.1 Implementation.

- a. Make a City priority to implement an annual review of pedestrian uses throughout the City, identifying needs to upgrade existing crosswalks or consider new construction.**
- b. Continue ongoing discussions with Caltrans to identify best practices for pedestrian safety regarding crosswalks and to identify future locations for these.**
- c. Continue to identify sources of funding for crosswalk planning and construction. Current funding sources are Measure C funds, ATP, Safe Routes to School and CMAQ.**



- 5.61 Encourage the inclusion of green belts and common open space for pedestrian use within the residential development areas.
- 5.62 Require that Collector streets which are identified to function as links for the bicycle transportation system be provided with Class II bikeways (bike lanes) or show an alternative route. Arterial streets shall provide ~~Where supported by analysis, City Staff and residents of Huron, a bicycle network shall be created (see figure below).~~ **The network shall consist of several classes of bikeways, and shall be**

located on the streets listed in Table XX, below. For a Class II bike route, In such cases, the City shall accommodate cyclists on these identified streets by widening the street or eliminating on-street parking wherever possible.

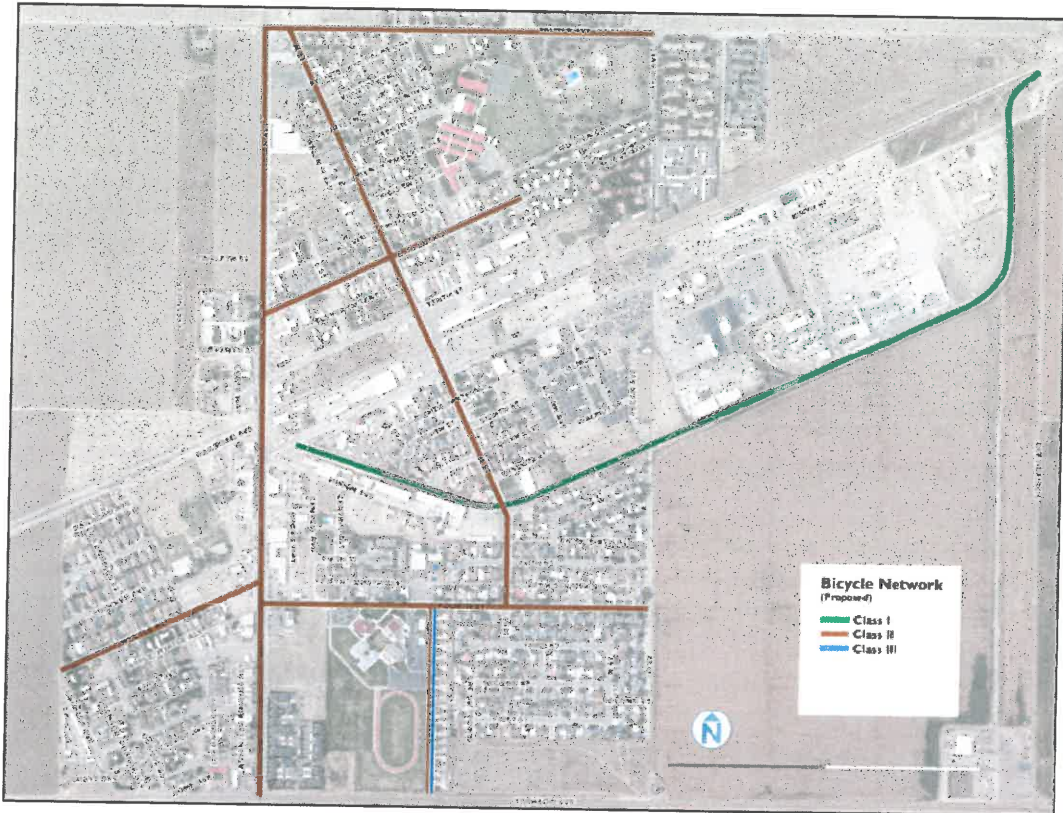


TABLE XX

	<u>Class I Bike Path</u>	<u>Class II Bike Lane</u>	<u>Class III Bike Route</u>
Definition	<i>Separate path, bike/ped. only</i>	<i>Bike lane on street, painted stripe</i>	<i>Bike Route: Shared with motor vehicle traffic</i>
Proposed			
Huron Locations:	<u>Railroad ROW, Lassen Avenue/9th/Huron Avenues to east Huron</u>	<u>Lassen Avenue; Palmer to Tornado Avenue</u>	<u>Azteca Boulevard from 4th Street to Tornado Avenue (existing)</u>
		<u>Myrtle Avenue west to Granada Avenue</u>	
		<u>4th Street west to O Street</u>	
		<u>M Street from 4th Street to Palmer Avenue</u>	
		<u>11th Street from Lassen Avenue west to O Street</u>	

5.62.1 Implementation

a. Review recommendations from City Staff and previous bicycle network plans.

b. Organize a workshop to offer the Huron residents a review of proposed routes, with phasing identified as funding becomes available.

c. Strategize with Caltrans local staff to coordinate timelines and priorities for bicycle transportation in Huron.

e. Identify funding sources from Caltrans and other agencies to implement the network.

d. Organize a bilingual bicycle safety workshop to be held for students and the general public prior to implementation of the plan. Coordinate these efforts with local public safety officials.

e. Consider alternative street design along identified Class II bike lane corridors to accommodate multiple users whenever possible (see 5.36 illustration).

- 5.63 Design bicycle and pedestrian paths so that interaction with vehicular traffic is minimized.
- 5.64 Require the provision for safe bicycle circulation in all new developments, including bicycle parking facilities and internal bicycle and pedestrian routes.
- 5.65 Provide for the safe and convenient use of the bicycle as a means of transportation and recreation.
- 5.66 Prevent bicycle accidents through promoting bicycle safety education and improved traffic enforcement related to bicycle use.
- 5.67 Encourage adequate and secure bicycle storage facilities at all governmental, commercial and parks locations throughout the City.

5.4 Transit

- 5.68 Ensure choices among modes of travel and give priority to each mode when and where it is most appropriate.
- 5.69 Provide incentives for the use of transit, carpools and vanpools.
- 5.70 Coordinate the City's dial-a-ride system with regional transit services.

- 5.71 Arterials and Collectors will be designed to allow transit vehicles to pull out of traffic. This policy may be implemented with either a continuous parking lane with bus stops, or with special bus pull-out lanes.
- 5.72 Give a high priority to public transportation systems which are responsive to the needs of the commuter, aged, handicapped and disadvantaged.
- 5.73 **Continue to identify and meet the City's need for transit shelters to conveniently accommodate mass transit passengers. This will include providing overhead shelter from the sun and rain, benches for waiting passengers, and updated maps or schedules to facilitate ridership. An example of this the transit center at the east corner of Huron Avenue and Central Avenue.**

DRAFT

CHAPTER 6.0
LAND USE ELEMENT

6.0 LAND USE ELEMENT

INTRODUCTION

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

PURPOSE OF THE LAND USE ELEMENT

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

The purpose of the Land Use Element is to describe present and planned land uses and their relationship to the community's long-range goals for the future. The Land Use Element identifies the proposed general distribution, location, and extent of land uses such as residential, commercial, industrial, and public/quasi public. The element consists of text and a map (~~reference map pocket~~) **not available** that outline the future land uses within the City and how these uses are integrated with the other General Plan elements and policies. The Land Use Map is a particularly important feature of the element since it shows the location and types of development within the City. The element also describes the intensity or density of development planned for the community. The general location of future growth is also defined in the element.

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

SCOPE AND CONTENT OF THE LAND USE ELEMENT

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

GOAL 1:

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

6.1 *Community Identity*

OBJECTIVES

- A. Strive to keep Huron a safe place to live, work and visit.
- B. Maintain and enhance Huron's physical diversity, visual qualities and small-town characteristics.
- C. Maintain the core area (Lassen Avenue from Palmer to Tornado Road) as the City's geographic center and main gateway feature.

POLICIES AND STANDARDS

- 6.1 Develop design review standards for structures, landscaping and related development to facilitate compatibility with surrounding uses and the overall character of the community.
- 6.2 Emphasize pedestrian amenities in the downtown area including landscaped open space areas **and areas of passive recreation**, street furniture, lighting and signage.
- 6.3 Develop a City-wide street tree and landscape master plan to delineate neighborhoods, master and specific plan areas.

6.2 Residential Land Use

OBJECTIVES

- A. Ensure adequate land area is available for future housing needs.
- B. Provide new residential areas that offer a variety of housing densities, types, sizes, costs and locations to meet projected demand throughout the community.
- C. Identify locations for multi-family developments which are accessible to transportation routes, commercial areas, schools, and recreation facilities.
- D. Ensure that Huron has adequate land available in its Sphere of Influence to accommodate future residential growth during the planning period and beyond.

POLICIES AND STANDARDS

- 6.4 Give priority consideration to infill development of vacant and underutilized land within the City limits through expedited permit processing. Consideration shall be given to financially assisting such development through special infrastructure financing programs according to direction provided in the Housing Element.
- 6.5 Consider annexations which are consistent with the extension of public services and facilities and other City policies and plans. The City shall maintain at least a 10-year supply of zoned land in the City for all residential land use types, and a minimum five-year supply of "ready to go" zoned land served by infrastructure. The proposed General Plan map designates an adequate amount of residential land in the General Plan for a 20-year supply of various residential densities.
- 6.6 In reviewing proposals for changes in land use to or from a residential land use, a fiscal/economic impact analysis shall be completed to ensure that the change is fiscally and economically beneficial to the City. The City shall also determine if the change will result in a residential land use inventory that is sufficient to meet the City's Regional Housing Needs Allocation.
- 6.7 Encourage the use of site development techniques which ensure that a good mix of housing types is provided through such methods as inclusion of duplexes on corner lots in low-density areas where they can be made to be compatible with surrounding development.
- 6.8 Plan and coordinate residential development in close proximity to planned urban facilities and services such as schools, parks, sanitary sewer, water, storm drainage, circulation network, transportation facilities and commercial centers.
- 6.9 Promote comprehensively planned and high quality building and site design for multi-family developments with the following criteria:

- Exterior Elevations: Use design features such as offsets, balconies, projections, landscaping or similar elements to preclude large expanses of uninterrupted building surfaces.
 - Building, Parking, Walkway Separation: Provide privacy, light, air, and access to dwellings within the development by ensuring adequate distances among buildings, parking lots, driveways, and walkways.
 - Open Space, Landscaping, and Screening: Designate private open space exclusive of required setbacks, right-of-way, and easements within each development for the use of residents. Open space, landscaping and screening should provide outdoor space for the residents and mitigate negative impacts related to land use compatibility between the development and adjacent land uses, noise, lighting, parking (screening and shading), on-site traffic circulation, and preservation of natural features.
 - Energy Efficiency: Encourage the following measures: 1) appropriate landscaping materials to provide shade in the summer and protection from the weather in winter; 2) eaves, canopies, awnings, along south and west elevations; 3) secured bicycle storage areas with lock-up capabilities.
- 6.10 Increase the possibilities of affordable housing and encourage distribution of low and moderate income housing throughout the community according to direction provided in the Housing Element.
- 6.11 Encourage development of housing for seniors and other special needs groups (i.e., mentally disabled and physically handicapped), as suggested in the Housing Element. Locational criteria for these development proposals, at a minimum, should include proximity to health care, recreation/cultural, and/or commercial facilities; and, aesthetic quality of area, including noise impact compatibility, and open space.
- 6.12 In order to avoid over concentration of multifamily dwelling units, they should be spread throughout the community, integrated as part of overall neighborhood planning.
- 6.13 Encourage planned unit developments according to the following criteria:
- For developments which include a Convenience Center or a Neighborhood Center, the minimum site area shall be 20 acres. Sites less than 20 acres may be considered upon recommendation of the Planning Commission.
 - Common usable open space, exclusive of right of-way and required setbacks, shall be encouraged to the greatest extent possible for recreation and open space purposes.
 - Existing natural features shall be preserved and enhanced consistent with the Open Space, Conservation and Recreation Element.

- ~~Density shall not exceed the underlying zoning provisions~~. Density increases may be granted in accordance with the Zoning Ordinance such as density bonuses or for infill projects, or for affordable housing.
- 6.14 Identify residential areas adjacent to roadways and other noise-sources (i.e., railroads, industry) which require setbacks and/or special soundproofing to reduce negative noise-related impacts, as identified in the Noise Element. Mitigation measures shall include the following:
- The performance standards of the City's Noise Element.
 - Noise mitigation "packages" including the use of setbacks to ensure that the exterior noise levels at the closest building facade do not exceed 65 dB Ldn and interior noise exposure of 45 dB Ldn or below.
 - For multi-family development, site design techniques shall be used to reduce the need for supplemental noise mitigation requirements. Also, investigate the feasibility of requiring greater setbacks for multi-family residential development along arterials and collectors as an alternative to walls and fences.
- 6.15 Develop design measures to buffer residential development from non-residential land uses. These measures should, at a minimum, include setbacks, roadways, ~~community waterways~~, landscaping, and landforms such as berming, fences, and walls.
- 6.16 Encourage higher density residential development near employment cores, transit centers, commercial development and parks.
- 6.17 Provide for the continued viability of existing single-family areas near downtown and encourage medium and high-density residential development.
- 6.18 Require special site development standards for proposed non-residential or more intensive land uses adjacent to established residential areas to minimize negative impacts on abutting properties.
- ~~The viability of large scale agriculture may ultimately be threatened due to the encroachment of non-agricultural uses, and which do not warrant designation to a higher density.~~ **Projects adjacent to agricultural uses shall be considered, subject** to the following minimum conditions:
 - a. Full road, sewer, and water improvements shall be installed.
 - b. Development setbacks and buffering will ensure that there will be no conflicts with adjacent rural residential uses.
- 6.19 Continue to encourage comprehensively planned Low Density Residential development (up to 21 persons/acre - 2 to 10 dwelling units per net acre). Developments in excess of 7 units per acre may be permitted through the PD process. Usage of duplex or halfplex units shall be encouraged to increase overall densities where they are made to be compatible with the overall residential development. Allow a minimum lot size of

6.0 Land Use Element

5,000 square feet with a set of maximum lot coverage, as suggested in the Housing Element, Program 1.1.2.

- 6.20 Promote Medium Density Residential development (up to 40 persons per acre - 10 to 15 dwelling units per net acre) which typically consists of duplex, triplex and four-plex development for in-fill or new development at Local/Collector and/or Collector/Collector intersections to a maximum of 50 units in one contiguous development on sites ranging from 3.5 to 5 acres. Medium Density Residential developments on sites less than 3.5 acres at arterial/collector intersections may also be considered. Medium density residential developments may also be used in infill areas where they can be made to be consistent with adjacent properties through the PD process and contract zoning.
- 6.21 Locate High Density Residential development (up to 58 persons per acre - 15 to 29 dwelling units per net acre) throughout the City at arterial, collector and other locations according to the following criteria:
- Arterial intersections - 100-unit maximum on sites ranging from 3.5 to 5 acres.
 - Arterial/collector intersections - 75-unit maximum on sites ranging from 2 to 5 acres.
 - Mid-block arterials - 50-unit maximum on sites ranging from 1 to 3 acres.
 - Downtown - at in-fill locations, which do not jeopardize the viability of existing single-family areas.
 - High-density residential developments may also be used in in-fill areas where they can be made to be consistent with adjacent properties through the PD process and conditional zoning. Consistency and compatibility with adjacent properties shall be evaluated based on issues including but not limited to: adjacent zoning, adjacent land use, proposed building mass, and the adequacy of public facilities available to the site.
 - Densities in excess of 20 units/acre will be reviewed on a case-by-case basis and may be approved through the PD process where measurable community benefit is demonstrated and where infrastructure including mass transit facilities are available (or can be made available) to accommodate impacts of increased density.
- 6.22 Future growth of the City shall conform to the growth management strategies of the City of Huron.
- 6.23 Consider providing land through various funding mechanisms for the allocation of temporary 'housing' to accommodate seasonal workers.
-

- 6.24 Residential land uses shall be integrated with usable open spaces or parks centrally located with a walking distance within 5 - 10 minutes or 1/4 mile radius from the park, as suggested on Figure 6.2.1.

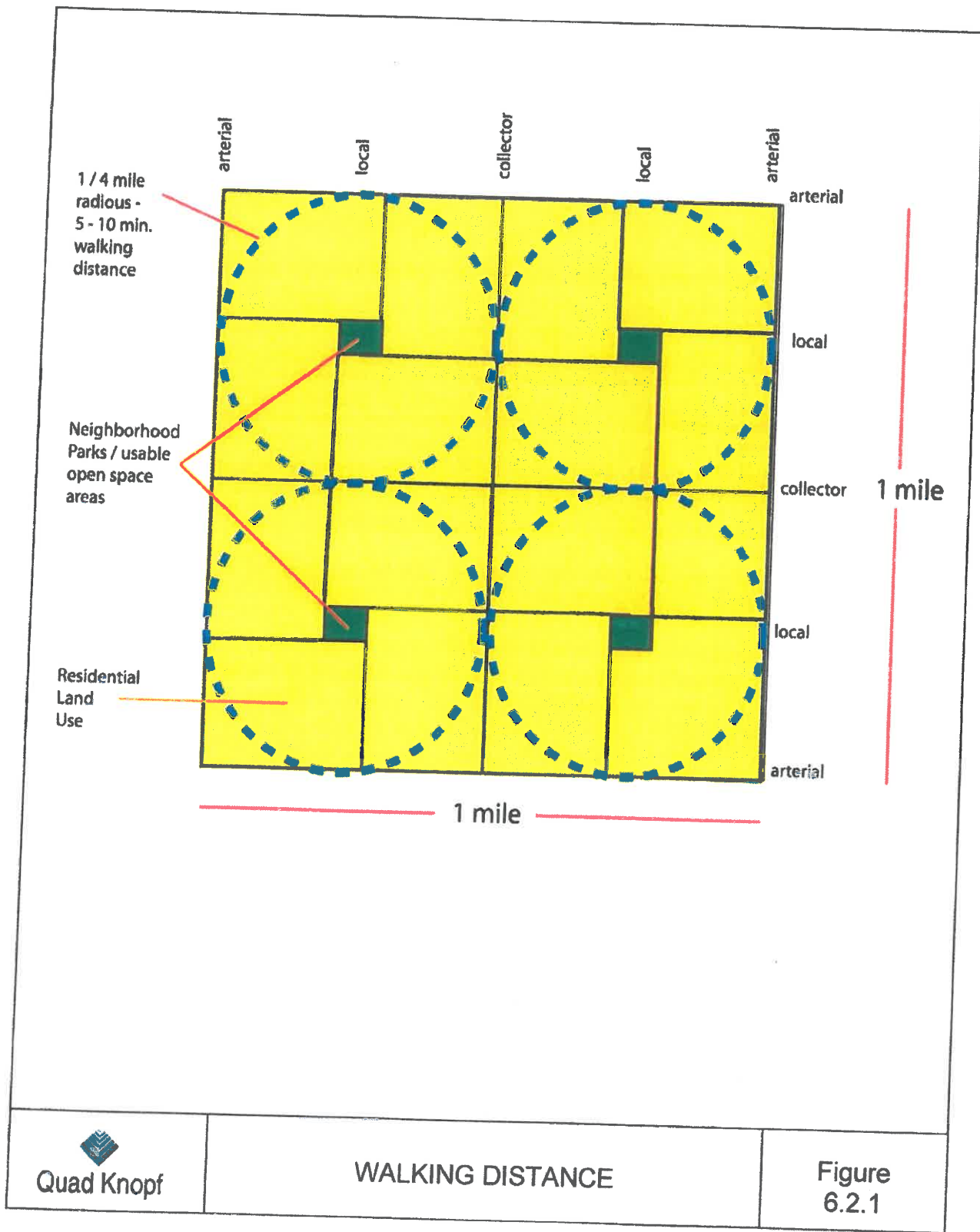
6.3 Commercial Land Use

OBJECTIVES

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

POLICIES AND STANDARDS

- 6.25 Encourage convenience commercial development in residential areas as suggested in Figure 6.3.4 that serve the needs of the area and include site development standards which minimize negative impacts on adjacent properties.
- 6.26 Development standards for the interface between commercial or office uses and residential uses shall be as follows:
- A landscaped setback of at least ten feet wide containing deciduous and evergreen trees shall be planted and maintained along the property line between commercial or office uses and residential properties that have a common property line. See Figure 6.3.1.
 - Commercial loading and storage areas shall be screened from view of adjoining residential property by a combination of landscape planting and a masonry wall. Loading areas shall be enclosed and be located so that there are no noise impacts to adjacent residential properties. All storage shall be within an enclosed structure.
 - Roof-mounted and detached mechanical equipment shall be acoustically baffled to prevent equipment noise from exceeding 55dB Ldn (A) measured at the nearest residential property line.
-



WALKING DISTANCE

Figure 6.2.1

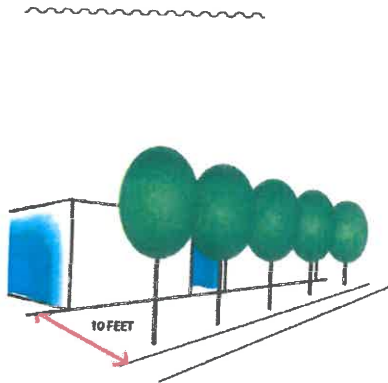


Figure 6.3.1 - Landscape Setback

- A masonry wall eight feet in height shall be erected along the property line where commercial and office uses have a common property line with residentially designated properties. See Figure 6.3.2.

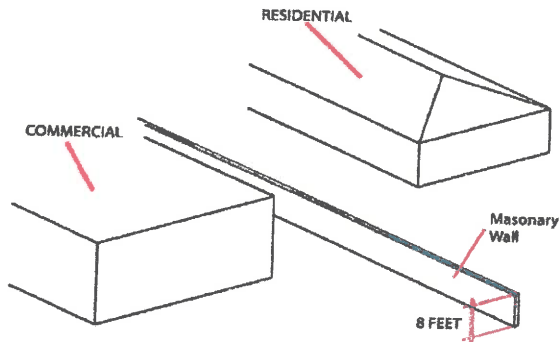
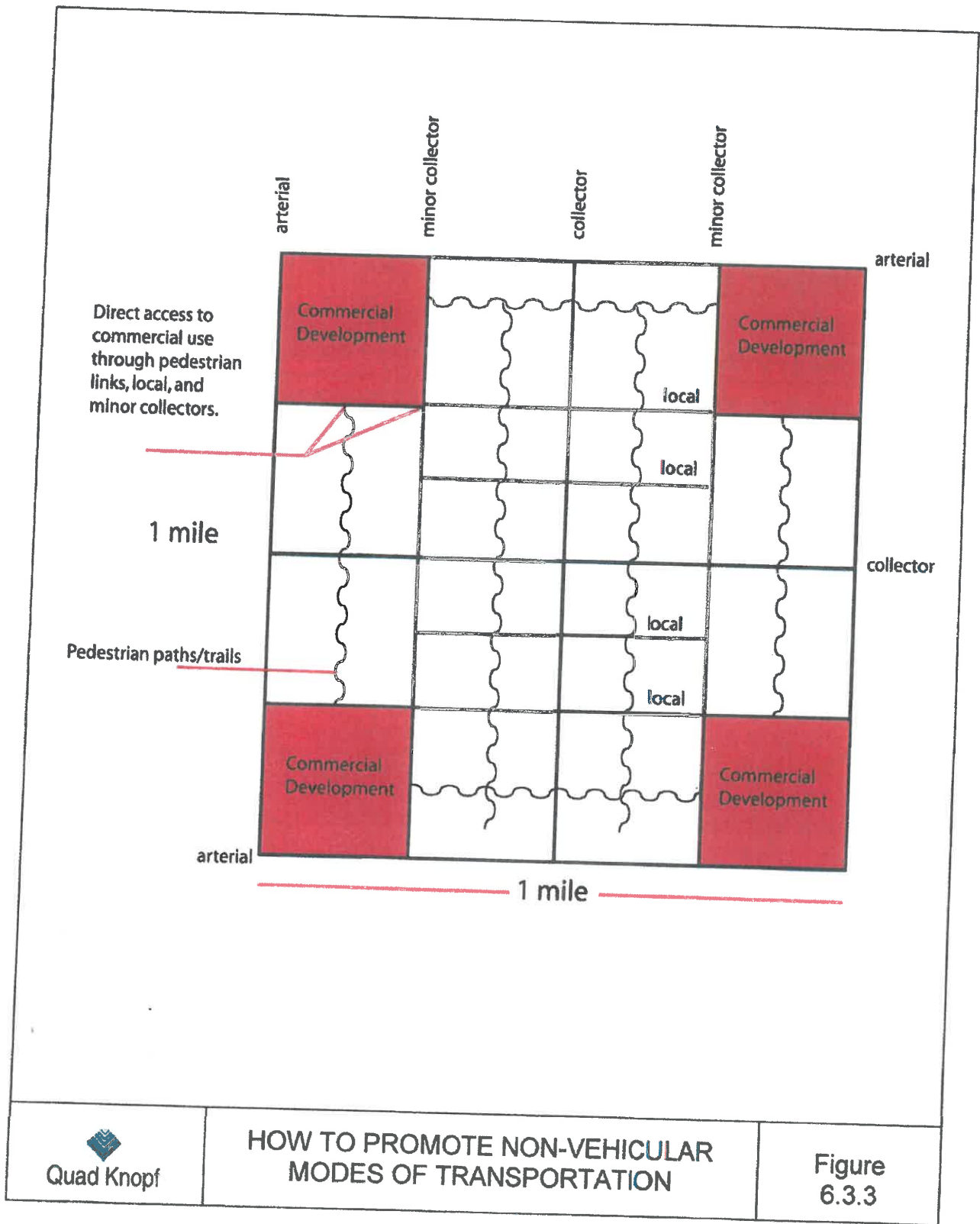
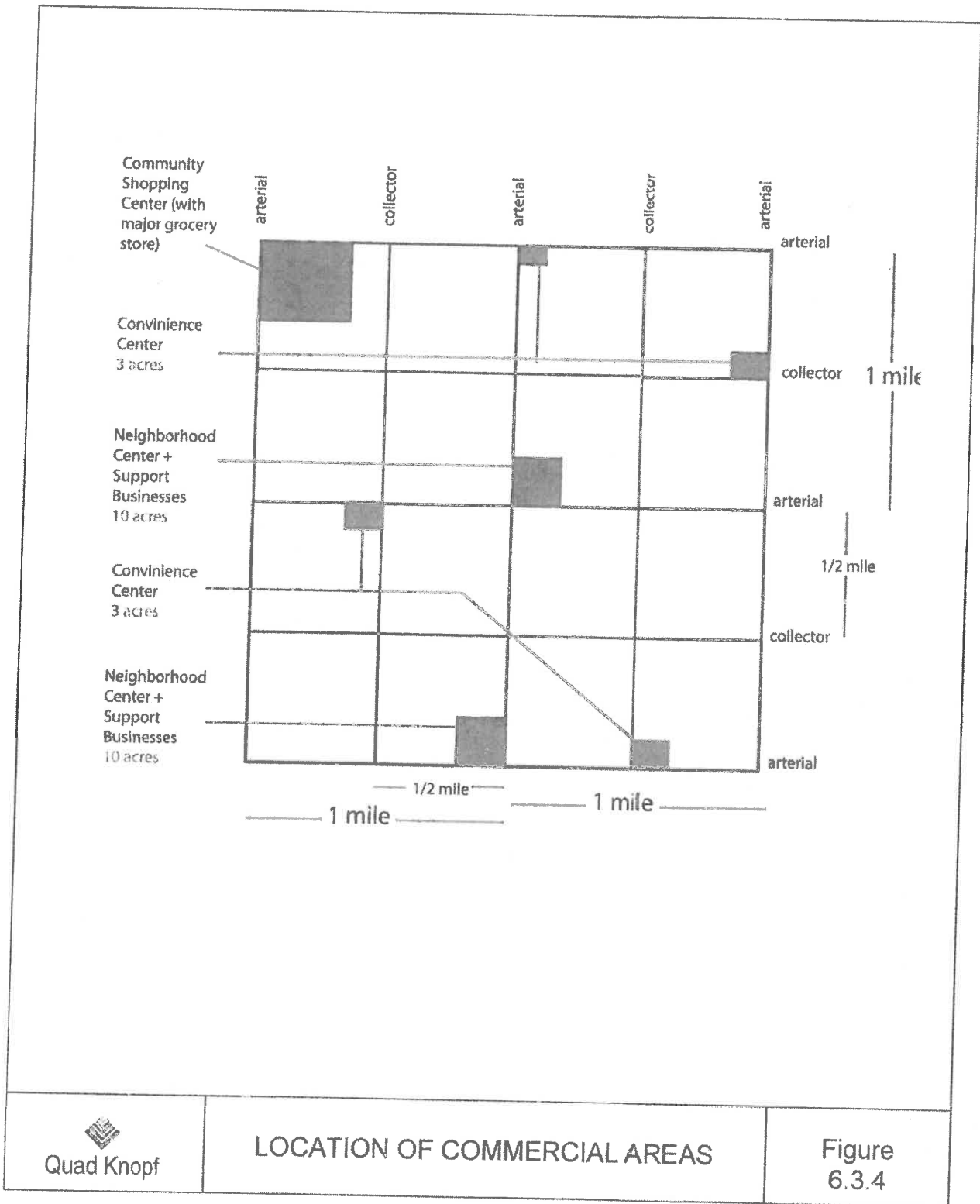


Figure 6.3.2 - Separation of Residential and Non-Residential Land Uses



HOW TO PROMOTE NON-VEHICULAR
MODES OF TRANSPORTATION

Figure
6.3.3



- 6.27 In order to encourage the integration of Neighborhood and Community Commercial uses into neighborhoods, designs should de-emphasize the usage of walls as buffers where they create barriers to pedestrian access. Continuous block walls shall be discouraged and offsets, landscaping pockets and openings shall be encouraged.
- 6.28 In order to promote non-vehicular modes of transportation, and to limit the unnecessary usage of Collectors and Arterials for vehicular access, commercial development shall provide direct pedestrian and vehicular access to adjoining residential areas through ~~Minor~~ Collectors, Local Streets and/or through pedestrian access points.
- 6.29 Designate Convenience Centers for personal and convenience goods and services for nearby residential areas. Such centers may be in new, infill, and/or consolidated existing strip commercial developments and at a scale which is compatible with surrounding residences. Special site design standards shall be imposed on these facilities including high quality architecture, landscaping, signage and lighting to ensure that they are aesthetically pleasing.
- Convenience Centers may be approved by a planned development permit on the corner of arterial/collector intersections on sites of three acres or less, and at least one-half mile away from neighborhood shopping centers. Where possible, such centers are to be developed as part of specific plans or master plans. See Figure 6.3.4.
- 6.30 Designate Neighborhood Centers for shopping centers with a major grocery store as an anchor and supporting businesses which serve one square mile residential area. Location shall be at one corner of arterial/arterial or arterial/collector intersections on sites of approximately 10 acres in area.
- 6.31 The neighborhood center's scale and site design must be compatible with the surrounding residential area with an emphasis on access, circulation, parking, signage, noise, and landscaping. Where possible, these facilities should be planned and integrated into neighborhoods as part of a specific plan or master plan.

6.4 Industrial Land Use

OBJECTIVES

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

POLICIES AND STANDARDS

- 6.32 Promote a mix of industrial uses that provide the City with a sound, diverse industrial base. The city shall have land designated for an industrial park area.
- 6.33 Provide adequate land for a wide range of industrial uses. If possible, heavy industrial uses (warehousing) and higher intensity uses not compatible with residential development should be located in the industrial area along the railroad lines that cross the City southwest-northeast as indicated in the General Plan map.

6.0 Land Use Element

- 6.34 Industrial development should not create significant off-site circulation, noise, dust, odor, visual and hazardous materials impacts that cannot be adequately mitigated.
- 6.35 In order to achieve a high-quality natural environment, it shall be the policy of the City to encourage industries which demonstrate minimum air and water quality impacts and to discourage air and water quality impacts which cannot be offset.
- 6.36 The City should plan for an area assigned to parking of trucks which will be used as a regional distribution facility. This area shall be located within the industrial land use designation.

6.5 Public and Institutional Land Use

OBJECTIVES

- A. Provide sites for adequate public facilities to serve projected growth.
- B. Continue to plan for public spaces to encourage small community events such as theatre, concerts, neighborhood and civic socializing, and other passive recreational events.
- C. Provide specially designated areas for education facilities related to technical training.
- D. The City shall coordinate the location of school sites *in* the community with the school district in an effort to assist the school district in providing school facilities at the optimum locations and in a timely manner.
- E. Provide transportation and recreation opportunities near schools.
- F. Promote schools as focal points for neighborhood areas and as planning elements for new growth areas.

POLICIES AND STANDARDS

- 6.37 Update the water, wastewater and sewer master plans, and any other specific master plan related to infrastructure development on a periodic basis and determine spatial needs of public facilities that will create demand on land.
- 6.38 Create a city-wide storm drainage master plan.
- 6.39 Annually monitor the need for law enforcement, fire and other emergency services personnel as the City grows.
- 6.40 Create a waste disposal reduction program to promote recycling.
- 6.41 Continue to plan and provide efficient public safety and leisure/cultural facilities and services for the community. Encourage the planning and development of passive recreational areas and pedestrian destinations in the City, such as pocket parks

6.0 Land Use Element

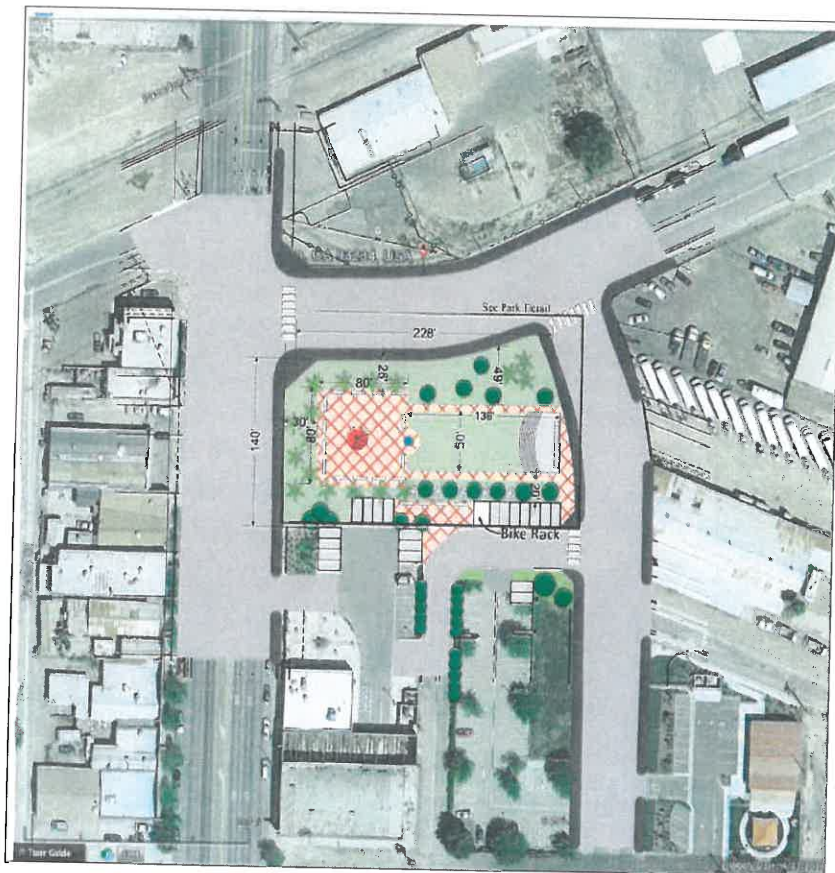
and plazas.

- 6.42 **Continue planning for and seeking the sources of funding for passive recreational public spaces such as the planned pedestrian plaza at 9th Street and Huron Avenue (see illustration below), and at the west side of Myrtle Avenue and 4th Street.**

6.42.1 Implementation.

a. Continue communication with Caltrans, city staff and surrounding residential neighborhoods to address needs and concerns regarding the development and use of these and other public spaces.

b. Identify sources of funding to plan, build and provide ongoing maintenance for public space projects. Such sources as CDBG funding as well as private donations should be considered.



Proposed Downtown Park and Plaza Conceptual Design. Source: Towne Planning

6.0 Land Use Element

- 6.43 In considering development proposals which have the potential to affect school capacity, developments. Developers should mitigate impacts to schools in accordance with School District plans.
-

6.0 Land Use Element

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

Elementary Schools

Description: Facilities for 500 to 750 students in grades 4-6 through 6.

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

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

Site Area: 15 to 20 acres.

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

Middle Schools

Description: Facilities for 700 to 1,000 students in grades 7 through 8.

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

Service Area: Approximately six elementary schools.

Site Area: 25 to 30 acres.

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

High Schools

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

Location: Arterial-collector intersection with additional frontage on two other streets. Prefer same collector as area middle school.

Service Area: Coincides with district service boundaries.

Site Area: 60 to 80 acres.

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

- 6.43 Divide adequate locations and planning for at least one elementary, one middle and one high school in the community. A full range of K-12 facilities should be provided on a city-wide centrally-located area.
- 6.44 Discourage and restrict commercial development that conflicts with school facilities.
- 6.45 Work with the school district and other area schools to develop and administer land use planning curriculum.
- 6.46 The school district shall coordinate its school location, facility construction and phasing with the City's development guidelines contained in the General Plan and the City's Capital Improvement Program to ensure that school facilities are located in areas where there are planned and programmed streets, sewerage, storm drainage systems and other necessary infrastructure.

Draft
No changes
to original

CHAPTER 7.0

PUBLIC SERVICES AND FACILITIES ELEMENT

7.0 PUBLIC SERVICES AND FACILITIES ELEMENT

INTRODUCTION

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

PURPOSE OF THE PUBLIC SERVICES AND FACILITIES ELEMENT

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

SCOPE AND CONTENT OF THE PUBLIC SERVICES AND FACILITIES ELEMENT

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

7.1 Public Facility Improvement

OBJECTIVES

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

POLICIES AND STANDARDS

- 7.1 Continue to coordinate community irrigation ditch issues with local districts, private ditch companies, private land owners, and public agencies. Irrigation ditches shall be piped as a condition of approval prior to development on subject property.
- 7.2 Developers shall prepare an infrastructure and public services assessment as part of each annexation and/or development application to determine infrastructure needs, feasibility, timing, and financing.
- 7.3 Prepare and implement City-wide infrastructure master plans which carry out adopted land use goals, objectives and policies and federal and State regulations. These master plans shall be implemented through various funding mechanisms including assessment district, property owner's associations, user fees, development impact fees, mitigation payments, reimbursement agreements and/or other mechanisms which provide for equitable distribution of development and maintenance costs.
- 7.4 Require the extension and construction of infrastructure to proposed developments according to adopted elements and master plans. The City shall use reimbursement agreements or other financing techniques to reimburse developments for any oversizing cost, which may be required.
- 7.5 Coordinate urban growth management planning with public and private utilities.
- 7.6 Design storm water runoff drainage structures to decrease erosion and comply with State and Federal requirements.
- 7.7 Development fee credit may be given for public improvements made by a builder but shall not exceed the amount of fees.

- 7.8 Developers shall construct all tributary facilities necessary to connect to major infrastructure facilities, whether or not the major facilities have yet been constructed.
- 7.9 Temporary drainage facilities such as ponding basins may be constructed by the developer if the major facilities are not available, subject to City determination and approval. The developer will also be required to pay all applicable drainage fees in addition to constructing temporary facilities at their own cost.
- 7.10 Temporary drainage facilities such as retention basins shall be dedicated to the City. If the basin is abandoned within ten years, the property would revert to the original owner, subject to redevelopment of the site in a manner satisfactory to the City.
- 7.11 Upon the collection of adequate funds, the City will install major facilities in accordance with the master plan at the locations deemed most essential by the City, with due regard for community needs and areas from which fees were collected. To make the best use of funds, growth shall be encouraged in areas where it is possible to develop facilities incrementally.
- 7.12 To encourage groundwater recharge, ponding basins shall be designed as retention basins. However, pumping facilities shall be included in such facilities to handle peak flows and to provide for disposal of storm water into irrigation ditches when necessary. Stormwater inflow into irrigation district canals and pipelines shall be subject to existing or future agreements by and between the City and the irrigation districts specifying maximum inflow, maximum service area boundary and any other limitation thereto.
- 7.13 New development shall demonstrate that adequate sewerage capacity and sewage treatment capacity exist prior to development or that conditions of project approval will ensure adequate capacity will be created as part of the project prior to the issuance of building permits. Conditions may include installation of necessary facilities or other methods acceptable to the City.
- 7.14 The City of Huron's municipal water supply is provided by the California Water Resources Agency, via the California Aqueduct. However, if new municipal water well sites should ever be required, said wells should be planned to include pump, storage, pressure filtration and/or treatment equipment. These new wells should be located so that they will not conflict with planned residential neighborhoods. And they should have design, screening, landscaping, and architectural improvements which make them compatible with adjacent land uses.
- 7.15 The City shall require industrial sewage pretreatment for dischargers that have high biological treatment demands. Water conservation measures should also be encouraged for industrial, commercial and residential uses to preserve hydraulic capacity at the treatment plant and to reduce impacts to the sewerage system.

7.0 Public Services and Facilities Element

- 7.16 The City shall require the connection of existing and new business, residents and industries to the City's water and sewer system. The City shall establish fees, which enable it to recover the costs of such connection.
- 7.17 Conditions of approval shall be implemented with each development to assure that the necessary water production, distribution and/or treatment facility is in place prior to issuance of a building permit.
- 7.18 Conditions of approval shall be implemented with each development to assure that the necessary sewer collection facility is in place and/or wastewater treatment plant capacity is available prior to issuance of a building permit.
- 7.19 Monitor treatment plant operations and consider the related effects of land use changes when evaluating plan amendments.

7.2 *Local Government Facilities and Services*

OBJECTIVE

- A. Provide high quality government facilities and services to the general public. Local government facilities and services shall be directed to the Central Business District of the community to the greatest extent possible.

POLICIES AND STANDARDS

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

NOTE: The City of Huron 5th Cycle Housing Element is being prepared beginning in September 2014 as part of the Multijurisdictional Housing Element for Fresno County.

CHAPTER 8.0

HOUSING ELEMENT