

Armona Community Plan



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CHAPTER ~ 1 ~

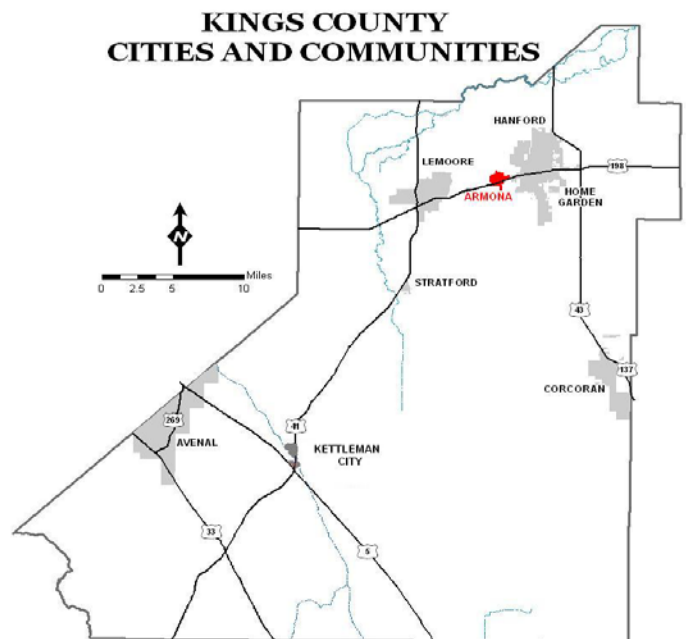
INTRODUCTION



Armona is one of four unincorporated community areas within the County of Kings that receives municipal type services from a community district. Located in north central Kings County, the community is located along the State Highway 198 corridor between the Cities of Lemoore and Hanford (see Figure 1A.1 for location map). Under the jurisdiction of the County, services such as street maintenance, sheriff, and fire protection are provided by County Departments. Other municipal services necessary to support the community, such as water, sewer, and street lighting are provided through the Armona Community Services District (ACSD). Community land use planning is under the authority of the County, however, ACSD services which are independent from the County are critical to maintaining necessary services to existing residents and any future growth that may occur.

Figure 1.1. Location Map

This *Armona Community Plan* represents efforts by the Kings County Community Development Agency with assistance from California Polytechnic State University, San Luis Obispo City & Regional Planning Department to develop a vision and plan for the community's future growth. This document is based upon the input of community residents and stakeholders and serves as a planning guide that is unique to the Armona community yet fully integrated into the County's comprehensive General Plan Update. This plan is consistent with all other required elements of the *2035 Kings County General Plan* as defined by the State of California General Plan Guidelines, under authority of section Article 5 (Authority for and Scope of General Plans).



A. Existing Community Character

Armona is the historical railroad center of the County that dates back to 1875, and was strategically located at a major junction of the Southern Pacific Railroad that ran from Goshen to Alcalde, and connecting rail built in 1889 that ran from Tracy to Armona. The old historic Armona Southern Pacific Depot built in 1891 was south of Front Street at Railroad Avenue and existed until December 13, 1997 when fire destroyed the building. With the vast amount of fruits grown in this area, dried fruit packing and warehouses emerged to serve as a central distribution point for shipping these products by rail to the rest of the country. Remnants of this railroad and fruit packing past are still visible within the community. The east/west railroad now called the San Joaquin Valley Railroad still divides the community, and an original brick warehouse still stands facing the railroad tracks along 6th Street. The old railroad station foundation is also still evident along Front Street. The community still remains predominantly surrounded by agricultural land along the north, west, and south.



Armona remains strategically located along the State Highway 198 corridor and San Joaquin Valley Railroad that cross east/west through the community, and is centrally located between the County's two largest cities of Hanford and Lemoore. The community still maintains a small rural town atmosphere with a central commercial core along 14th Avenue, and has outlying service commercial and light industrial businesses along Hanford Armona Road. Many vacant and underutilized parcels exist along the central commercial core, and the community has evolved to primarily serve as a bedroom community to adjacent cities. The centrally located commercial core of this community, however, has much of the infrastructure and right-of-way in tact that can be built upon to reinvigorate the community downtown. At present, the commercial core currently has a few restaurants, a grocery store, a hardware store, and other small businesses. Other key challenges facing the community are circulation and growth along 13th Avenue, since the City of Hanford has grown westward to 13th Avenue and considerable traffic challenges are already present at 13th and Highway 198.

B. Demographics

According to the 2000 Census, Armona has a population of 3,239 residents, 961 households, and 786 families residing in the community. The racial make up is 56.25 % White, 4.29% African American, 2.41% Native American, 1.33% Asian, 0.25% Pacific Islander, 29.98% from other races, and 5.50% from two or more races. Almost half (48.60%) the community is identified as Hispanic. More than 47.8% of all households included minors under the age of 18 living in the household, and more than 58.5% of households were comprised of married couples. About 16% were single female households, and 18.2% were non-family related individuals living together. The average household size was 3.37 and the average family size was 3.68. Children under the age of 18 comprise the largest percentage of the community population at 35.4%, and adults, age 25 to 44, comprising the next largest population group with 29.3%. Older adults between the ages of 45 and 64 represented almost 18.6%, and the 18 to 24 age group represented 9.7%. The median age of residents was 28. Community wide, Armona contains approximately 5.7% less males than females. The median income for a household in Armona was \$32,790, and the median income for a family was \$32,232. About 24.2% of families and 26.6% of the population were considered below the poverty line.

C. Community Plan Public Participation

A series of six community meetings were held in Armona with residents of the community and other stakeholders. The first meeting was kicked off on November 2, 2006 and concluded with a conceptual draft community plan presentation to the community on March 14, 2007 (see Figure 1A.2 for meeting picture). On average, 25 community participants were present during meetings, to express their needs and desires for the community, and lend input and feedback on the plan's development.

Figure 1.2. Armona Meeting



Throughout these community meetings, challenges within the community described in section D were identified and strategies for overcoming these community challenges were developed. This community plan has considered these factors, and evaluated alternatives by which they may be addressed to enhance and improve the community's existing conditions and future sustainability.



D. Community Challenges

1. Water quality and quantity. Water service through the Armona Community Service District like other communities and cities in the County are faced with more stringent arsenic standards, and the District's system currently does not meet new Federal Arsenic Standards established by EPA for Minimum Contaminant Level (MCL). Existing facilities and system capacity are also considered only adequate to support existing connections.
2. The downtown commercial core along 14th Avenue that serves as the primary hub of the community is in a state of decline and has limited commercial re-investment. There is no united theme to re-establish Armona as a unique and desirable community. These factors limit the perceived desirability and marketability to commercial business investors, which are critical to the revitalization of the Armona community.
3. The community has limited employment opportunities for residents and the local workforce/local jobs connection is lacking which hinders a balanced jobs/housing balance.
4. Armona continues to lose its historic and separate community identity. As the community evolves and landmark ties to the past disappear, new generations and transplants have no avenue to connect with this community's heritage. As the open space separation between Armona and Hanford continues to dwindle, so to does its recognition as a separate and unique community.
5. Limited law enforcement presence exists within the community since the Kings County Sheriff's Department provides services countywide and patrol units cover a much larger territory beyond Armona.
6. Armona has evolved into a bedroom community of affordable homes, with most residents commuting to other Cities for work. Many residents work in Hanford, Lemoore, Visalia, Fresno and other communities within the Central Valley.
7. Hanford growth west to 13th Avenue presents increased traffic and transportation design challenges that will necessitate changes at the 13th Avenue and Highway 198 interchange.
8. Underutilized infill properties for residential and commercial growth exist throughout the community. Infill properties are not effectively being utilized which can enhance Armona's community build out and efficient extension of community services.
9. Armona is surrounded by prime agricultural land and many of the surrounding parcels are under Williamson Act Contract. These constraints limit the outward growth and expansion of the community and will require critical evaluation of where future residential, commercial and industrial growth can occur.
10. Residents are concerned about the possible unbalanced over concentration of low income housing within the community and lack of moderate and higher end homes.
11. Armona experiences some overcrowded housing conditions and lacks housing alternatives. Additional housing growth is needed to provide residents and the County with alternative housing options, and is also needed to support the desired businesses that residents want.
12. Armona has insufficient parks and recreation activities for all ages, and there exists limited community and funding support for these services.
13. Over the past decade, Armona has been a primary location for most of the unincorporated subdivision development, however, these new developments are not focused on enhancing the walkability of the community.
14. Armona's historic landmarks and identity are slowly being lost and there are no current efforts to recapture the Community's historic past.



E. Community Opportunities

1. The Armona CSD is seeking funding to construct a water treatment facility to address the new water quality standards for arsenic. The limited capacity of the existing system has kept new development from progressing and the community has a timely opportunity in this plan to guide how new development will occur in the community.
2. The Armona CSD is currently preparing a feasibility study to construct a sewer by-pass pipeline that may provide additional system and waste water treatment capacity. With additional sewer capacity, necessary district services may open the door for new development.
3. Critical emergency services are centrally located within the community and in the adjacent City of Hanford. County Fire Station No. 5 is fully staffed and equipped and also provides emergency medical response. The Armona Volunteer Fire Department Company 5 is also an active and responding community group. The Sheriff's headquarters is also in Hanford and the close proximity to Hanford allows much greater mutual aid assistance if needed.
4. The Armona CSD owns and the Armona Union Elementary School District maintains a 6.2 acre recreation park. This park provides two ball fields, parking and open grass space. The park also accommodates passive recreational activities such as picnicking and walking.
5. Armona has a rich history and played an important role in the early settlement and growth of this region. Downtown revitalization efforts can draw upon this heritage to reinvigorate community pride and economic stability in a manner that sustains the community while positioning it for the future.
6. The existing centralized community core has much of the base layout and infrastructure in place to serve as a foundation for downtown reinvestment. Coupled with a community design and theme that links to Armona's historical past, Armona can capture economic growth and rebuild a sense of community.
7. The agricultural heritage of the surrounding region can be strengthened through mutually beneficial small business incubators that emphasize agricultural businesses in the community.
8. Armona is still predominantly surrounded by agricultural open space which creates a separate sense of place for the Community.
9. Undeveloped commercial properties exist around 13th Avenue and Hanford Armona Road which may allow opportunities for roadway re-alignment or redesign.
10. Armona has considerable potential for establishing itself as a walkable community. The existing commercial core, the grocery store, churches, schools and parks are mostly all centrally located and within easy walking distance. Additional residential and commercial development can build upon this foundation and continue to enhance the community as a compact smart growth community.
11. Armona's connection to the highway corridor, railroad line, and central location between Hanford and Lemoore create a potential for future multi-modal transportation options that could occur within the community.



CHAPTER ~ 2 ~

COMMUNITY LAND USE



The *Armona Community Plan* Land Use designates the general distribution, location and intensity of land uses within the community and its future growth areas for residential, commercial, industrial, and public facilities. The *Armona Community Plan* Land Use map provides the foundation for land use decisions within the community and incorporates substantial changes to address the community's long term sustainability. Strong community support exists for more concentrated development and revitalization within the existing community and ACSD boundary. New compact residential growth with more emphasis on community walkability will provide more desirable and affordable housing units, while a revitalized centrally located Downtown Commercial Core is intended to meet the daily needs of residents while also drawing sales from travelers and visitors. The revitalized downtown area is envisioned to support daytime shoppers and visitors from surrounding cities who will be drawn to this unique rural small town setting for dining and shopping, and encourage investors seeking a business friendly environment that fosters small business incubator opportunities.

Table 2.1: Armona Community Plan Land Use Designations

Armona Community Plan Land Uses	Total Acres	% Non Ag Acres	Vacant Acres	% Vacant
Mixed Use	92.70	9.65%		
Downtown Mixed Use	16.83	1.75%	5.13	30.48%
Mixed Use	75.87	7.89%	57.46	75.74%
Residential	494.04	51.41%		
Very Low Density	94.78	10.11%	0.07	0.07%
Reserve Low-Medium	49.24	5.12%	49.24	100.00%
Medium Density	298.48	31.06%	108.59	36.38%
Medium-High Density	36.48	3.80%	22.84	62.61%
High Density	12.53	1.30%	5.57	44.45%
Very High Density	0.14	0.01%	0	0%
Commercial	96.08	10.00%		
Neighborhood Commercial	2.16	0.22%	0	0%
Rural Commercial	40.75	4.24%	23.46	57.57%
Multiple Commercial	31.55	3.03%	12.52	39.68%
Reserve Mixed Commercial	22.68	2.36%	22.68	100.00%
Service Commercial	6.03	0.63%	2.82	46.78%
Transportation Commercial	8.82	0.92%	2.16	24.50%
Light Industrial	15.19	1.58%	0	0%
Heavy Industrial	12.26	1.28%	0	0%
Public/Quasi-Public	192.43	20.02%	38.75	20.14%
Open Space	28.49	2.96%	17.45	61.25%
Natural Resource	19.37	2.02%	0	0%
Planned Land Use Total	964.06	100.00%	363.15	



Table 2.2: Planning Area and Agricultural Acreage

Armona Community Plan Land Use	Total Acres	% of Planning Area
Total Planning Area	1451.52	100.00%
Limited Agriculture	490.45	33.79%
Note: agricultural land is not factored in for calculating planned community growth areas. This land use is calculated to determine the amount of agricultural designated land within the Armona Community Planning Area.		

The following Land Use Goals, Objectives and Policies are established to guide short and long range land use decisions within the community and are unique to this Community Plan. All other land use references are incorporated herein by reference to the *Land Use Element* of the General Plan.

The Armona Community Plan Land Use Map incorporates land use changes to establish General Plan consistency with zoning. The map also displays the Primary and Secondary Sphere of Influence as defined by the Local Agency Formation Commission of Kings County (LAFCO). All planned urban areas are already located within the Primary Sphere of Influence as adopted by LAFCO and affective January 1, 2008. The Secondary Sphere of Influence serves as an area of interest to the community and ACSO, and is also used to define the Planning Area of this Community Plan.

A. Residential Areas

Residential areas within the Armona Community demonstrate a transition of residential lot design layouts that are reminiscent of the 1870’s, 1940’s, 1970’s and 1990’s time periods. The current planning trends within the San Joaquin Valley are emphasizing a return to traditional neighborhood design with an emphasis on increased connectivity and access between neighborhoods and commercial centers, open space areas, and public facilities. Community residents have expressed support for more traditional neighborhoods that enhance the connectivity of the entire community.

The Armona Community has also expressed concern over the lack of diversification in new housing being built within the community, and the type of subdivision development occurring that is not consistent with the small town character of the community. Community residents desire a more balanced distribution of housing types and affordability ranges. There exists a strong desire for quality neighborhoods that reinforce a quiet and safe small town atmosphere.

ACP GOAL 2A **New residential growth reinforces Armona’s vision to remain a compact small town community while also building sustainable quality neighborhoods that meet the needs of the Community’s diverse population.**

ACP OBJECTIVE 2A.1
Residential development shall be designed to remain walkable and integrated with adjacent neighborhoods.



ACP Policy 2A.1.1: New residential development proposals shall integrate pedestrian accessibility into their planned layout which serves to connect neighborhoods and provide non-automobile alternative modes of connectivity

Pedestrian infrastructure is infrequently distributed within the community and limits the walkable streetscape. New residential developments should incorporate pedestrian features such as sidewalks and parks to create connectivity with other areas.

ACP OBJECTIVE 2A.2

Ensure new residential development occurs in an orderly manner that contributes to and maintains the necessary infrastructure and services needed for a sustainable community, while avoiding the premature conversion of prime farmland.

ACP Policy 2A.2.1: New residential infill development shall receive priority allotment for receiving water and sewer service from the Armona Community Service District.

The Armona Community has approximately 74 vacant infill lots within the existing Community which should be prioritized for receiving District water and sewer service. This will encourage infill development and increase the Community's chances for re-investment into the existing community.

ACP Policy 2A.2.2: Residential expansion beyond the existing Armona Community Services District boundary shall only be considered for annexation after an adequate water supply has been developed or improvement plans are demonstrated as attainable through certainty of funding mechanisms.

A considerable amount of vacant residential land already exists within the community and is planned for residential development. Sufficient community water service, however, is not currently available to meet the water service delivery needs of these larger developments. Additional water service capacity will be needed, and consideration of development outside the existing District boundary should only be considered after the District has established additional water service capacity that can accommodate expanded service territories.

ACP Policy 2A.2.3: Residential growth should avoid development of prime agricultural lands outside the Armona Community Services District Primary Sphere of Influence, and those protected under "Williamson" Act or Farmland Security Zone Contract.

A considerable amount of vacant residential designated land exists within the ACSD boundary and 47.23 acres are already planned for residential development and awaiting District service authorization. Two new residential growth areas are designated outside the ACSD but within the District's Primary Sphere of Influence. The Reserve Low Medium Density Residential area is planned for the southwest edge of the community, while the Medium High Density Residential, Medium Density and Mixed Use expansion areas are planned for the north end of the community. This phased growth plan will act to concentrate growth within the community and increase investment in Armona's centralized and walkable community design. This phased growth of limited areas also acts to preserve farmland by concentrating more compact urban development around the existing core of



the community while avoiding the unnecessary and premature conversion of “Williamson” Act Contracted land located within the Secondary Sphere of Influence.

ACP Policy 2A.2.4: **New residential development within the Southwest residential expansion area shall protect the existing canal waterway by integrating it into the development design or realigning the canal in a manner that allows uninterrupted water flow to adjacent agricultural areas.**

The existing canal has unofficially served as a boundary line for the southwestern part of Armona. New residential expansion is planned to extend beyond the canal. As this and other canals serve a critical function in conveying surface water resources to agricultural land, new development that extends over the facility will be required to ensure uninterrupted water flow is maintained. Development proposals may seek to integrate the canal into the overall project design, however, consultation and coordination with the District owning the facilities should occur at the earliest stage of development consideration.

ACP OBJECTIVE 2A.3

Create a diverse distribution of housing types that provide transitional housing options within the Community for seniors, families, professionals and students and allows entrance into the real estate market to build equity while also providing alternative housing options to accommodate lifestyle changes.

Senior residents with family ties to the community are leaving the Community and diminishes the community connection to the Community’s past. As lifestyles change, many seniors are seeking home sites with less yard maintenance, increased senior activities, and close proximity to necessary services. Armona’s residential make up does not lend itself to providing housing alternatives from which residents can transition into as lifestyles change. Armona is also poised to accommodate housing for professionals although greater housing diversity is needed.

ACP Policy 2A.3.1: **Mixed Use designated land within the North Community Expansion Area shall be required to integrate a balanced mix of residential and commercial uses.**

Mixed use development has the potential to serve multiple uses within a common structure. However, the dual benefit of providing residential and commercial uses together can only be realized when both types of uses are integrated into the building design.

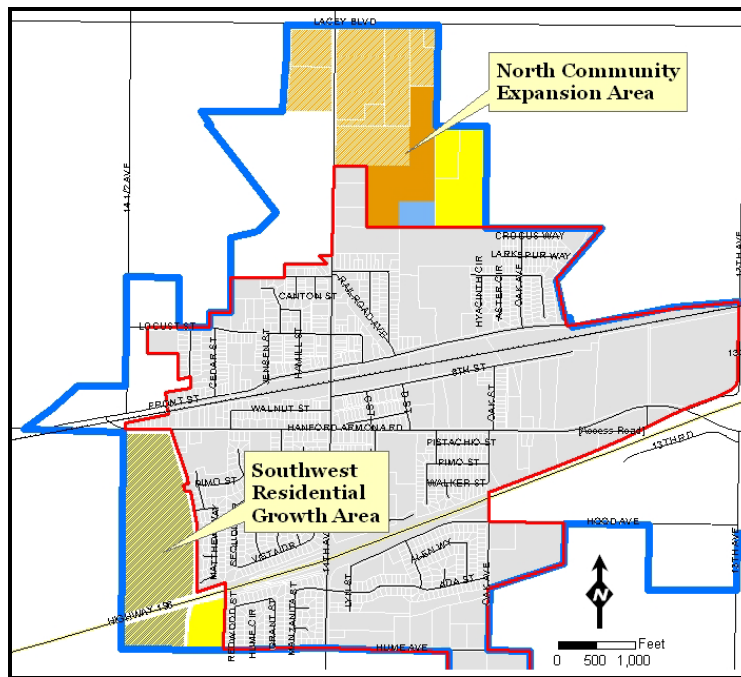
ACP Policy 2A.3.2: **The Southwest Residential Growth Area shall accommodate lower density residential growth and be held in reserve until such time as adequate water service can be provided by the Armona Community Services District and support the additional territory.**

The Southwest Residential Area is located south of Hanford Armona Road and west of the existing Armona CSD boundary. This Area is within the District’s Primary Sphere of Influence which will allow possible future annexation to the District. Lower density development along the southwest community edge will also serve to decrease urban uses along part of the Community’s agricultural/urban interface with decreasing intensity of uses. The Southwest Residential Growth



Area will provide allowance for larger lot residential development since it is located along the Community's southwest edge and has less pedestrian access to the central community core.

Figure 2.1. Community Growth & Expansion Areas



ACP Policy 2A.3.3: The North Community Expansion Area shall accommodate higher density residential growth and provide for a diverse range of housing types throughout the community that integrates transitional housing opportunities for various life stages and economic levels.

The Armona Community has a mix of senior community members with historical family ties to the community, and new young families with children. The small business incubator emphasis of the commercial areas and mixed use designations provide opportunities for professionals to live near their work. The community is also well positioned to provide housing for young college bound students attending the new College of the Sequoias campus site located less than a mile northeast of the community. As Armona is the only unincorporated community suited to accommodate these diverse residential needs, new residential development needs to accommodate various life stages and provide transitioning levels of housing types for economic mobility. These housing types should include single-family, multi-family, town homes/condos, mixed use, professional housing, and senior housing.

ACP Policy 2A.3.4: Higher density development shall be directed towards the North Community Expansion Area to concentrate compact growth around adjacent mixed use and public facility areas.

The planned expansion area to the north includes a mixture of Medium and High density residential designated land, along with the mixed use expansion and public facility area for another community park. Given the close proximity to these complimentary land uses, higher density residential development have the potential for enhanced accessibility to services, jobs, and other community



based activities. Other developable residential areas do not have a large degree of adjacent complimentary uses that would necessitate an increased emphasis for more density.

Table 2.3: Vacant Residential Land

Housing Type	Associated Net Density Range	Assumed Average Net Density	Available Acres	Number of Units	% New Housing Units	Land Use Designation
Single family (large lot)	2-4	3	39	118	7%	LMD
Single family	8-12	10	88	875	49%	MD
Mixed Use	10-20	15	20	295	16%	DMU, MU
Multi Family	18-25	21	24	497	28%	MHD, HD
TOTAL			171	1,786	100%	

Table 2.4: Estimated Population Growth by Area

Estimated Population Growth	Community In Fill		North Community Expansion Area		Southwest Residential Growth Area	
	Pop.	Units	Pop.	Units	Pop.	Units
Base existing and projected population	3,239	961	6,440	1,831	9,187	2,578
New development within existing town	2,896	787	N/A	N/A	N/A	N/A
New development outside existing town	305	83	2,747	747	623	169
TOTAL ESTIMATED POPULATION	6,440	1,831	9,187	2,578	9,810	2,747

Note: Existing population and housing units is based upon Census 2000 figures. Housing assumes an existing persons/household density of 3.37, and all new development has an average density of 3.68 persons/household which coincides with the average family size per household density.

SINGLE FAMILY RESIDENTIAL

ACP OBJECTIVE 2A.4

Establish a mix of single family residential lot sizes and building square footages within new single family residential neighborhoods to diversify the economic makeup of the community while maintaining small town traditional neighborhoods.

ACP Policy 2A.4.1: The Southwest residential growth area shall accommodate lower density residential development and the Low Medium Density designated land shall be held in reserve until such time as adequate water service can support this new growth in addition to the existing community and potential infill developments within the District boundary.

Lower density residential designated land is planned for the Southwestern Residential Growth Area to allow some higher end housing development along a more isolated portion of the Community. Priority for District services, however, should remain directed toward infill development of vacant



residential land within the existing District boundary. If annexation to the District and development of this territory is proposed, consideration for approval shall be conditioned upon the District's ability to demonstrate sufficient and adequate water supplies exist to accommodate existing service connections and all potential infill development within the existing Armona CSD boundary.

MULTI-FAMILY RESIDENTIAL

The new North Community Expansion Area includes higher density multi-family land use that can accommodate a greater degree of housing alternatives for more diverse lifestyles within the community.

ACP OBJECTIVE 2A.5

Multi-Family Residential designated land within Armona shall be used more effectively to meet the growing needs of a diverse population.

ACP Policy 2A.5.1: Medium High Density residential land shall be designated in the center of the new North Community Expansion Area to direct compact residential development with smaller scale and more affordable home sites.

Figure 2.2. Multi-Family Design Example

The North Community Expansion Area is planned to serve as another centralized node where residential, commercial and open space areas can all be commingled. The potential job creation of adjacent Mixed Use and proximity to higher education facilities allows for this area to accommodate a diverse array of housing alternatives to meet various lifestyles. The inflated housing prices that resulted over the first decade of the twenty-first century and limited inventory of transitional housing, has created an opportunity for Armona to create housing that meets a broader level of diversification. The use of quality higher density housing can provide attainable housing for seniors, young professionals, small business owners and students, while concentrating development to preserve outward development pressure on agricultural lands.



ACP Policy 2A.5.2: Provide density incentives to Multi-Family Residential developments that devote at least 50 percent of the developed housing units for senior housing and integrate walkable connectivity to surrounding commercial, public facility, and open space uses.

The aging senior population within Armona has been declining over the past decade and as a result the community is losing families that tend to have historical ties to the community. Throughout the community meetings, many seniors expressed a desire to remain within the community, however, they indicate that there is a lack of senior type housing and other amenities conducive to a quality senior lifestyle. As a result, many of the older residents have sought housing options outside the community in search of places with more senior community activities, smaller home sites, less yard maintenance, and less dependence on the automobile. Past residential building trends within the Community have not provided housing opportunities that meet the needs of Armona's aging senior



population. In order for Armona to retain a stronger community identity to its historical roots and position itself to remain a sustainable diverse community, the growing senior population needs to be considered within the context of new residential development within Armona.

ACP Policy 2A.5.3: An additional density bonus may be considered for townhome or condominium unit developments that target entry level home buyers such as college students, professionals, and young couples.

This density allowance change seeks to increase the potential for a more diverse multi-family distribution of entry level and transitional equity building real estate investments. The County will continue to lose young college educated individuals and young professionals to other areas unless entry level home sites are made available where young adults can affordably buy into real estate and build equity to even have a chance to enter the increasingly un-affordable housing market. Developers should be encouraged with increased density allowance to provide more transitional housing units to meet the future needs of the County's young adults.

B. Commercial Areas

The Armona Community has an existing central downtown commercial core, and light industrial area along Highway 198. The North Community Expansion Area also plans for the extension of Mixed Use development north of the Community along 14th Avenue. The downtown core, however, is in need of revitalization and lacks a definable downtown identity with separated commercial businesses. The Community still retains its own grocery store and hardware store, but is limited in meeting other daily needs of residents. Community exists for economic development and reinvestment in the downtown to rebuild pride in this historic community. The light industrial and service commercial area along Hanford Armona Road has considerable business investments, however, the 13th Avenue and Highway 198 interchange pose substantial challenges to future development on vacant commercial land.

ACP GOAL 2B Armona's commercial areas are enhanced and expanded in an orderly manner to increase the jobs/housing balance and meet the needs of local residents and visitors, while restricting development along the Highway 198 interchange at 13th Avenue which requires substantial redesign.

DOWNTOWN AREA

ACP OBJECTIVE 2B.1

Establish the Downtown Area of Armona as designated for mixed commercial and residential uses to revitalize the Community core and enhance the visual distinction of Armona as having a small community Downtown.

ACP Policy 2B.1.1: The Downtown Mixed Use designated area shall allow a mix of business, office and housing uses within common building structures.



A new Downtown Mixed Use zone district will be established in Armona and will indicate the type(s) of land uses that can be established on each floor. This will ensure uniform application of uses and maximum utilization of commercial and residential uses in a more compact space.

ACP Policy 2B.1.2: New Mixed Use or Mixed Commercial development within the Downtown core shall adhere to the Armona Downtown Design Guideline that works to promote downtown architecture centered around Armona’s historical railroad and packinghouse themes.

The central business district along 14th Avenue serves as the primary node of community activity. Establishments along this corridor often act as meeting places for residents. There are several dining establishments, convenience stores, a dance hall, taquerias, and a few churches in this area that attract individuals. However, the area has not prospered in the same manner as the growing regional commercial district in nearby Hanford.

Figure 2.3. Kingston Historic Buildings 1870



Figure 2.4. Building Design Example



Figure 2.5. Western Style Two Story Warehouse Type Building



ACP Policy 2B.1.3: Develop a Downtown Parking Plan to allow compact Mixed Use development to occur in greater density by alleviating typical parking requirements while still providing for adequate customer parking.

The Downtown core area has limited parking. A redesigned street and parking layout could potentially resolve the parking limitation while allowing commercial uses to share joint parking areas. A Downtown Parking Plan should therefore be developed to establish an effective plan for providing sufficient parking while maintaining the Community direction to create a Downtown commercial core that is recognized as the town center. Current parking standards should not be used to justify large expansive concrete parking areas that are detrimental to the effective use of Downtown properties for Mixed Use development. Mixed use development will create a more pedestrian-friendly environment that separates people from passing vehicles on 14th Avenue and will help preserve and enhance the walkability of this small community.

ACP Policy 2B.1.4: Require new development within the Downtown Mixed Use to be designed with small setbacks which promote the implementation of pedestrian oriented landscaping and amenities to shape outdoor spaces and streetscape. Building facades should also be constructed with awnings designed in a western or agricultural motif.

Mixed use development will create a more pedestrian-friendly environment that separates people from passing vehicles on 14th Avenue. Mixed use will help to preserve and enhance a small walkable community and pedestrian features in the Downtown Commercial Area will provide interconnectivity with residential areas. Aesthetically pleasing amenities should include sidewalks, tree lined streets, and other landscaping such as a landscaped parkway. To enhance downtown aesthetics and promote a pedestrian friendly downtown core, building facades should be constructed with awnings, or if architectural design prohibits awnings, sidewalks shall contain planter boxes containing drought tolerant tree varieties which will provide shade for pedestrians. Other features should include waiting benches, light-posts, stairway entrances and landscaping to accentuate public space and set the foundation for a safe and inviting environment. Benches can also become instrumental when incorporating public transit stops.

Figure 2.6. Pedestrian sidewalk with trees



Figure 2.7. Store frontage and pedestrian amenities



MIXED USE EXPANSION AREA

ACP OBJECTIVE 2B.2

New Mixed Use commercial expansion shall expand north from the existing Downtown Mixed Use core area and develop in an orderly manner according to adequate service provision.

ACP Policy 2B.2.1: Development of Mixed Use within the North Community Expansion Area shall be restricted until such time as the Armona CSD develops sufficient quality water capacity and sewer capacity to service the area in addition to existing Community and probable infill development.

One of the primary goals of this community plan is to revitalize the Armona Downtown. An additional 62 acres of Mixed Use designated land is planned within the North Community Expansion Area. However, the District currently has limited water and wastewater service capacity and these District provided services should be adequately expanded to ensure sufficient service capacity will be available to potential infill development projects.

INDUSTRIAL AND COMMERCIAL AREA

ACP OBJECTIVE 2B.3

Ensure that potential light industrial or commercial development along 13th Avenue and Hanford Armona Road is effectively coordinated with the County, Caltrans, and City of Hanford.

ACP Policy 2B.3.1: The Mixed Commercial use located west of 13th Avenue and north of Hanford Armona Road shall remain in reserve until a design or plan to address the State Highway interchange is determined.

The Mixed Commercial designated land located west of 13 Avenue and north of State Highway 198 is currently vacant and should remain held in reserve to allow exploration of options to address the interchange design. With the land remaining vacant and undeveloped, the risk of displacing residents or businesses is minimal.



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CHAPTER ~ 3 ~

COMMUNITY OPEN SPACE AND RECREATION



The Armona Community has a small town layout with schools and a community park within walking distance from most residential areas. The Armona Elementary School, Parkview Middle School and Armona Academy school grounds are evenly dispersed throughout the community and provide open space amenities to residents. One existing 6.2 acre park is also located southeast of the center of town and is owned by the Armona Community Services District and maintained by the Armona Union Elementary School District. This community park provides two ball fields, a newly constructed children’s play area, picnic areas, open grass area and parking. Additional park space is planned for new community growth north of Armona and is anticipated to serve the growing residential population north of Front Street and east of 14th Avenue. Armona is also surrounded by Prime Farmland as defined by the California Department of Conservation Important Farmland Mapping Program. Agricultural land still surrounds the Armona Community along the north, west and south sides and provides open space separation from other Cities and Communities. However, the City of Hanford growth has already expanded westward and connects to the eastern edges of the Armona Community. As urban growth continues to occur along the Highway 198 corridor, the value of this agricultural open space buffer is likely to gain even more significance in preserving a separate community identity.

A. Community Open Space

ACP GOAL 3A Areas of open space within Armona enhance the quality of life of residents by providing sustainable recreational opportunities, and Community separation from other urban areas.

ACP OBJECTIVE 3A.1

Preserve Agricultural Open Space Buffers that serve to protect Armona’s identity and prevent a community melding with adjacent City urbanization.

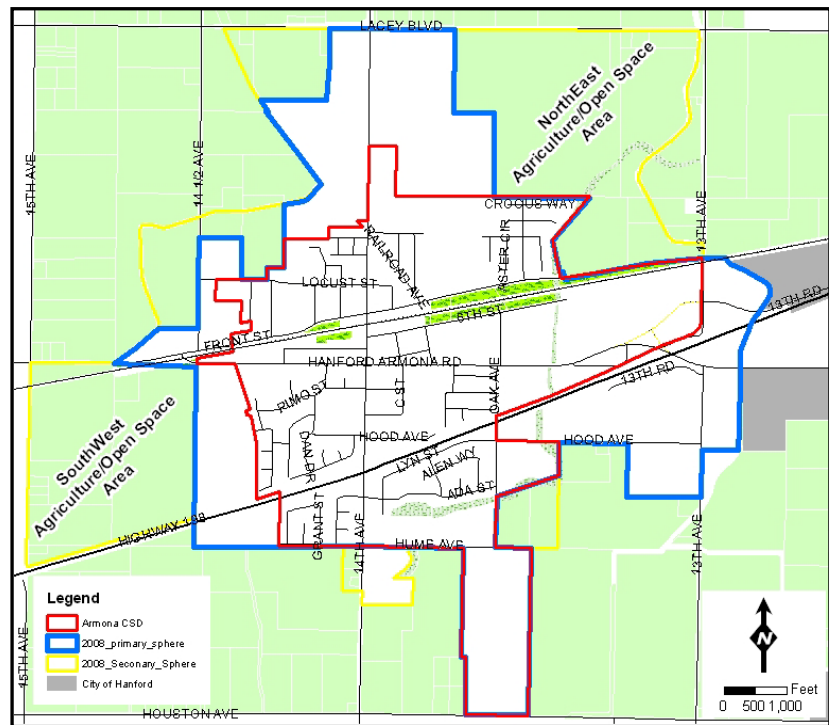
ACP Policy 3A.1.1: Agricultural designated areas within the Armona Secondary Sphere of Influence, as defined by LAFCo, shall remain designated as Limited Agriculture to ensure agricultural open space separation between the Community and adjacent Cities.

The Armona Secondary Sphere of Influence as adopted by LAFCO, which also serves as the planning area boundary of this *Armona Community Plan*, contains 502 acres designated for Limited Agriculture. A majority of this territory is located northeast and southwest of the community (see Figure 3A.1.), and all of the Williamson Act contracted land is located outside the Armona Primary Sphere of Influence. Preservation of agricultural open space entrances to the community along Lacey Boulevard and the Highway 198 corridor will ensure Armona retains determination of its long term future growth.



Figure 3.1. Surrounding Limited Agricultural Use

Regional planning efforts currently underway in the San Joaquin Valley are considering potential policy guidelines to direct the preservation of community and city buffers. These efforts are being heavily considered so as to provide communities with the foresight to preserve their own distinct and separate identity while preventing the irreversible urban melding with other urban areas that make one jurisdiction indistinguishable from another along common boundaries. Armona and the City of Hanford already connect along the Highway 198 corridor and Hanford has plans to develop intensive urban developments all the way west to 13th Avenue. Preservation of Armona’s small town character is already at risk of being visually consumed as an extension of Hanford. Therefore, the agricultural land surrounding Armona and still within the County’s jurisdiction should be considered for long term agricultural/open space use to maintain distinct separation from the City.



ACP Policy 3A.1.2: Agricultural land surrounding the Armona CSD wastewater properties shall be designated as Open Space to limit incompatible uses along the east and west sides of the facility.

The agricultural territory surrounding the Armona CSD wastewater facility was previously designated in the 1993 Kings County General Plan for Open Space. This designation should remain to ensure long term preservation of the surrounding agricultural land and to limit the potential for incompatible uses that may conflict with the wastewater facility operations. The downward winds typically travel southwest and would have undesirable effects upon residential or other urban uses. Commercial agricultural uses of the Limited Agriculture designation shall be considered allowable in the Open Space designation.

ACP Policy 3A.1.3: The County shall implement agricultural mitigation measures to minimize the loss of prime agricultural land that also serve as agricultural buffers separating communities and cities.

Limited Agriculture designated land surrounding the Armona Community provides additional benefits to the Community such as open space, community separating buffer, community visual amenity, and buffer separation around the Armona CSD wastewater treatment ponds. Removal and conversion of the surrounding agricultural land directly impacts the quality of these Community valued features and therefore should be mitigated to reduce the potential loss. Agricultural mitigation measures that require agricultural conservation easements are now a more commonly accepted means



at mitigating the loss of prime farmland. Non-agricultural development proposed within the Limited Agricultural designated area of this Community Plan should provide in-lieu fees to a County approved Land Trust for the purpose of obtaining conservation easements as defined in the *Resource Conservation Element*.

ACP Policy 3A.1.4: Potential School District development within the Limited Agricultural area should design the new facilities in a manner that preserves the open space and agricultural appearance between Armona and the City of Hanford.

As increased development occurs within Armona, the Armona Union School District could potentially consider the development of another school site. School districts, however, are not subject to County land use regulation and State funding requirements for new school development often require placement in outlying agricultural areas. This potential school development could bypass this Community Plan’s effort to preserve an agricultural open space buffer around Armona. Therefore, any future school site development within Armona’s surrounding Limited Agriculture area should consider the desires of community residents to preserve Armona’s separate community distinction from other urban areas.

ACP Policy 3A.1.5: Agricultural Open space lands shall be protected from urbanization by limiting the extension of District or City water or sewer services.

In order to limit urban sprawl and to encourage infill development, extension of services should only be authorized by LAFCO for areas within the Armona Community Services District Boundary and Armona Primary Sphere of Influence. Services should only be extended to existing residents within the Secondary Sphere of Influence under circumstances where a clearly determined health hazard exists for occupants of the affected parcel.

ACP OBJECTIVE 3A.2

Provide sufficient park space, open space and community gathering places in centralized locations to enhance small town connectivity and support a more compact growth community built environment.

ACP Policy 3A.2.1: Require all new residential development located north of Hanford Armona Road to provide for the establishment of a three and a half acre park planned within the North Community Expansion Area.

The Armona Community Plan Land Use Map designates Public land within the North Community Expansion Area as a central location for a new park. This site will serve as Community Park recreational open space for the Armona North subdivision development along Front Street as well as planned Medium High Density residential and Mixed Use development in the north. Designating this site for future Public use will ensure that new residential development contributes to a park location that is centrally situated to provide the most benefit to a greater number of residents.



ACP Policy 3A.2.2: Downtown Mixed Use development shall integrate a small pedestrian courtyard around the Historic Armona Oak tree as a centralized gathering place that also enhances the preservation of this historic resource.

The Historic Armona Oak tree located along the east side of 14th Avenue, just north of Front Street provides a suitable location for a small downtown courtyard pedestrian stopping point. By combining a pedestrian amenity along with preservation of the Oak, the Armona Downtown can benefit by the enhanced marketability of this area while also preserving a significant landmark to the Community's past.

ACP Policy 3A.2.3: Encourage and facilitate efforts to re-establish the historically significant Armona Depot site as a community facility and dedication park to enhance Community connectivity.

The historic Armona Depot site once served as a central railroad hub. Now vacant, the Armona Community can build upon this historic site's significance and reclaim it as a central hub to re-connect residents and visitors to the past while also serving as a possible future multi-modal transportation facility. The site could potentially serve as a senior center, museum, library, bicycle/pedestrian destination point, and KART bus stop. Given the potential significance this site may hold for multiple Community benefits, efforts should be directed to work with the Railroad and other stakeholders to make this vision a reality.

ACP Policy 3A.2.4: Require new residential development to establish an ongoing funding mechanism to support the long term maintenance of new neighborhood park and connective pathways along open space corridors.

Provide for the future maintenance of the new community park and open space corridors that accommodate pedestrian and bicycle pathways. Little to no funding is available for maintenance of these facilities, which can serve to enhance the Community's quality features. Therefore, new development shall be required to provide annual assessments for the necessary ongoing maintenance of these multi-beneficial and community enhancing facilities. Efforts should also be made to engage joint cooperation with community volunteer and civic groups to assist in maintenance activities.

ACP Policy 3A.2.5: The adopted standard for parkland acres per 1,000 individuals within the Armona Community Plan shall be 2 acres of parkland per 1,000 individuals.

Existing parkland is sufficient for the current needs of Armona residents, however as Armona grows so will the need for additional parkland. The community's population is approximately 3,239 individuals with approximately 3.17 acres of public parkland resulting in approximately 1.02 acres of parkland per 1,000 individuals. Following the determination of acreage to be dedicated to parkland as detailed in Table 3.1, the developer and ACS D shall negotiate a fee, if in-lieu fees will be paid, based on the average market price for open space zoned land within Armona. This standard shall be upheld by all new residential development throughout the community.

Where parkland dedication or in-lieu fees have been identified, as a requirement from the construction of residential development, the amount of dedicated land or in-lieu fee that must be provided shall be negotiated with the ACS D. Base level of negotiations shall be dependent on the



number of homes constructed per acre. California Department of Finance figures for Armona shall determine the average number of residents per household. Therefore the following formula shall determine the acreage of land to be dedicated by the developer.

Table 3.1. Parkland Dedication Formula
$\text{Number of Dwelling Units} * \text{Average Residents per Dwelling} * 0.002 \text{ acres} \\ = \text{Acreage Dedicated to Parkland}$
Note: Department of Finance figures shall determine the average number of residents per dwelling Two Acres of parkland per 1,000 individuals = 0.002 acres

ACP Policy 3A.2.6: The County shall work with willing landowners to create a continuous corridor of natural open space along slough corridors throughout Armona.

Community parks are an integral component to successfully developing compact residential development. It provides opportunities for integrated bike and pedestrian trail networks that help to create a more diverse circulation system, which is beneficial in communities where driving is uneconomical.

B. Community Access to Open Space

ACP GOAL 3B Armona’s built environment provides enhanced community resident connectivity to outdoor recreational open space and physical activities.

ACP OBJECTIVE 3B.1
Establish and enhance the safety of pedestrian, school children, and bicycling connection routes that link residential areas to commercial, open space and recreational uses.

A comprehensive network of pedestrian/bicycle pathways linking residential areas to open space is vital to ensuring a healthy and sustainable Community environment. Armona currently has one Community Park, and open space land associated with the two school sites. An additional Community Park is planned for the North Community Expansion Area. Any new development within the Community should therefore enhance access to these areas.

ACP Policy 3B.1.1: New development shall integrate pedestrian and bicycle pathways that connect residents to community parks, community gathering places, and school sites.

Armona has many centralized Community features, however, there exists limited pedestrian and bicycle infrastructure. New residential, commercial and mixed use development shall be required to construct sidewalks to increase the Community’s overall connectivity and pedestrian infrastructure leading to recreational open space areas.



Figure 3.2. Broken sidewalks

Pedestrian and bicycle pathways between residences and other Community services and facilities are essential to establishing a walkable community. The Community already faces some segments of infrastructure that are in a state of disrepair and in need of improvement (see Figure 3.2.). New development must also be guided away from the typical residential subdivision that tend to wall off neighborhoods from other uses and thereby ensure a dependence upon the automobile for travel. More recent and progressive subdivision designs, however, are returning to traditional neighborhood layouts with grid street patterns and sidewalks, or integrate separated alternative mode transportation pathways. In order to maintain and build upon Armona’s compact and walkable Community size, new residential development shall be required to integrate pedestrian and bicycle pathways that connect to open space areas.



ACP Policy 3B.1.2: Evaluate school children walking paths to and from school to identify unsafe pathways, and seek funding to address the needed improvements.

Sidewalks along 14th Avenue through the central core of the Community are not complete, and school children walking to school cross over the railroad tracks and travel through neighborhoods. Worn down walking paths cross the railroad and link Ambrose Street to C Street, and Railroad Street to D Street. These paths are known to be used by school children living north of the railroad tracks and travel south to the two public schools and Community Park.

ACP Policy 3B.1.3: Open space land along riparian corridors and canals shall be preserved and pathways should be integrated to enhance the overall connectivity of the Community.

Figure 3.3. Canal & pathway multi-use

Remnants of Mussel Slough still exist along Armona’s eastern and southern edges, and a large 6 acre segment of the slough located in southeast Armona is under County ownership. An agricultural irrigation canal also runs along the western edges of the community. All future development within Armona shall protect these valued resources and not directly encroach upon either the slough or agricultural canal system. However, development proposals should design community connectivity features that integrate pathways with these resources while maintaining their preservation. Slough corridors also contain a variety of riparian vegetation and native species including Valley Oaks, which enhance the visual aesthetics of the community. Any development consideration impacting these resources should consult with the appropriate District and County entities having authority over these resources to ensure conjunctive use compatibility.



These water conveyance corridors can be used for possible integration of future bicycle and pedestrian pathways that can enhance the connectivity of the Community. Pathways along these corridors could



also be constructed to link Armona to surrounding communities. The Mussel Slough remnant located in the northwest portion of the community has been identified as a possible pedestrian connection from Armona to Hanford's regional commercial area and future College of Sequoias campus. Trails that are integrated along existing water conveyance corridors that are to be preserved increases the mutual benefit of existing resources while also focusing community capital investment in mutually beneficial facilities that enhance the overall walkability of the Community. These types of open space and pedestrian connectivity facilities will likely increase in importance as future development increasingly moves towards more compact residential design.



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CHAPTER ~ 4 ~

COMMUNITY IDENTITY AND ECONOMY



Armona has long standing ties to the County’s history, and the community that once took pride in its heritage has since seen it fade away as other cities grew in prominence. The community name is thought to have derived from a poorly spelled grave marker from a family traveling through the valley that lost their loved one. The marker “Ar Mona” is thought to have been found near 14th and Hanford Armona Road. The Southern Pacific Railroad, which was the cause of many valley communities, was the primary driving force that led to the creation of the town layout in 1875 by John Yoakum for the Pacific Improvement Company. The railroad line followed in 1877, and Armona quickly became recognized as a main railroad shipping point for the rich Grangeville farming and fruit growing region. In the early 1900’s, Armona even had its very own “China Town” that was second only to Fresno’s at the time. One of the community’s main icons, the Armona Depot, has since vanished, but the historic water tower still remains. Given the rich history that this County and its communities have, Armona has a unique opportunity to recapture the look and feel of what was once a thriving railroad and fruit distribution town. Remnants of the railroad town architecture and construction materials are still identifiable and can serve as a guide for future design of new construction within the community. Organized community events and activities can also reconnect this area’s residents and visitors with Armona and the County’s rich history and heritage.

The community of Armona today lacks a recognizable identity. Except for a few remaining landmarks or private company food products, Armona is unknown to most business investors and has no avenue to reconnect residents, visitors or patrons with its rich history and heritage. Inconsistent commercial development exist within the center of town, and employment opportunities within the community are minimal and mostly commercial and light industrial in nature. The community desires a stronger economic base and more community oriented businesses and job opportunities. Efforts should consider the establishment of a downtown theme that ties to its past heritage, and economic strategy to position it for the future. The community could also benefit from the use of gateways, streetscaping, and community signage to increase the aesthetic appeal of the community. This Chapter presents policy direction that aims to enhance Armona’s identity and economy.

A. Community Identity

Armona’s identity has evolved and shifted over time, and much of the historical significance of this region has been forgotten. In re-establishing a sense of place that recreates a look and feel from the past, new construction must be connected to the historical community design features and type of built environment that is desired. Murals, signage, mosaics and functional art can all play a role in fostering a sense of place. Reinvesting in historic landmarks, like the packing plant, water tower and depot, will allow Armona to preserve its past while enhancing its future. A gateway along Highway 198 will also serve to distinguish Armona from other communities in the County.

The “Armona Fruit Basket” was a historic reference to the community that was coined by farming companies that shipped fruit all over the country. In the late 1800’s, Armona contained the greatest number and largest fruit packing establishments in the San Joaquin Valley. The State’s largest fruit packing firms had warehouses in Armona and shipped green and dried fruit throughout to places like



New York and Chicago, and sent early variety of golden apricots to international Eastern markets. At that time, Armona had a vision to become the greatest fruit packing and canning center of California. Armona also took great pride in the Armona Depot that was the center piece of the community and center to much of the town's activities in the early 1900's. Armona can use these driving forces of the past to reclaim a vision for a sustainable community of the future.

ACP GOAL 4A Armona establishes a unique and inspiring image and identity that is rooted in the community's heritage and reflected in the built environment.

Communities that are attractive, desirable and marketable places in which to live, work and invest are often places with well defined commonly design features and amenities. These types of features coupled with safety and mobility serve to draw people in to wanting to experience a part of it. Economic investment typically follows as the area then becomes recognized as a profitable investment opportunity. Armona can utilize its past to create a unique small town experience with ties to the past.

ACP OBJECTIVE 4A.1

Develop a Community design strategy to target key opportunities for visually enhancing the community with icons that are representative of Armona's unique identity.

Visual design of the community is essential to increasing the attractiveness of the community to residents and visitors. These enhancements then provide key selling points of interest which serve to increase the desirability of the town to private investors.

ACP Policy 4A.1.1: Work closely with the Armona community to refine the conceptual Armona logo that was designed for the Armona community planning effort.

A community symbol and slogan are important tools that help establish a town identity and uniqueness. Through the community planning meetings, a conceptual Armona Community logo was developed to provide a possible design that integrates historic icons of the past and landmarks of the present, along with a slogan to bring more recognition to Armona's significance within the region. "Armona – The County's Heritage" is considered in honor of the historic significance this town had in the late 1800's and during the turn of the century in 1900. The conceptual logo placed on the front cover of this community plan serves as a starting point for formalizing a new community logo that captures the essence of Armona's past while also looking towards its future. Community themes such as the Armona Depot, Railroad, Fruit Basket, Water Tower, and other recognizable icons associated with Armona should be integrated into the logo design.

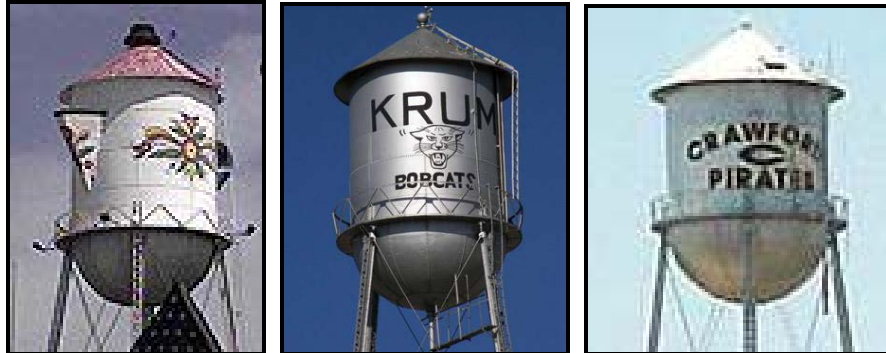
ACP Policy 4A.1.2: Coordinate with the Armona Community Services District to pursue the painting of "Armona" or the community logo on the water tower to increase community identity.

The Armona Water Tower serves as a very distinct community landmark that towers above the entire community and is usually the first historic icon that is visible to people entering the community. Other communities have been successful in using these types of landmarks to capture the attention of travelers such as in the City of Kingsburg where the water tower is lit up and displayed as a Swedish



teapot. Armona could utilize the water tower as a marketing tool to draw more attention to the downtown commercial core of the community.

Figure 4.1. Watertower design examples (Kingsburg, Krum, Crawford)



ACP Policy 4A.1.3: Designate major arterial entry points as “Community Gateways” into Armona and seek funding to integrate community logo signs, landscaping and streetscapes that enhance and highlight Armona’s identity.

The community logo should be displayed along key entrances along 14th Avenue and Hanford Armona Road to create a sense of identity and attract passing motorists to the historic Downtown Commercial area. The Highway 198 off ramps at 14th Avenue should also be considered as a strategic location to promote the Armona Community to passing highway travelers. The gateway signage will represent Armona’s historic heritage, while also establishing a separate identity that distinguishes Armona from other communities in the County. Public and private funding sources should all be considered to bring this community vision to life. Coordination may need to involve the County Public Works Department, Caltrans, property owners and the Armona Community Services District to ensure proper placement and maintenance.

Figure 4.2. Conceptual Gateway Signage



Figure 4.3. Conceptual Neighborhood Signage



ACP Policy 4A.1.4: Preserve historical landmarks and require new development to integrate these Community valued features into the overall design of the development.

A few historical landmarks still remain within the Community. These include the District Water Tower, Armona Oak Tree along 14th Avenue, the Kings County Packing Warehouse along 6th Street, and the vacant Armona Depot site and are considered historic landmarks within the Community. As this Plan aims to enhance the Community sense of place for Armona, preservation of the remaining historical landmarks is essential to recapturing Armona’s identity to its significant historical past.

ACP OBJECTIVE 4A.2

Establish a Downtown that is reminiscent of Armona’s historic past and emphasize this area as the primary focus for aesthetic community design improvements.

The revitalization of Downtown Armona should take priority for reinvestment efforts. Those efforts should also tie in design features that are reflective of historic community elements that were prevalent during the late 1800’s and representative of a quality small town with a strong sense of town ownership.

ACP Policy 4A.2.1: A Downtown Development Guideline shall be adopted which establishes design criteria for buildings and streetscapes, and incorporates design elements that are reminiscent of a historic railroad town and/or fruit packing warehouse theme.

Armona’s downtown can greatly benefit from a common community design theme that increases the marketability of the Downtown while also serving to attract and retain business interests. Revitalization efforts should focus on enriching Armona’s downtown core aesthetics by creating an attractive town center through architectural themes to transform Armona into a desirable daytime destination. Traditional railroad and packing facility themes have been identified recreate historic elements into the new architectural design features. Supportive design features should also include elements such as store fronts, pedestrian street furniture, awnings, street lighting, trash receptacles, scaled signs, visual pedestrian amenities, tree line entryways, and landscaped parking lots.

Figure 4.4. Railroad town theme



Figure 4.5. Commercial western facade example with overhang



ACP Policy 4A.2.2: New Mixed Use or Mixed Commercial development within the former railroad right of way adjacent to 14th Avenue shall promote the preservation of the historic Kings County Packing Co. Plant No. 1 warehouse and build upon that theme to re-create Armona’s “Packing House Row” as a historic warehouse section of town.

The historic fruit packing warehouses located along the railroad corridor were significant economic anchors of the Community, and the Kings County Packing Plant No. 1 building still exists along 6th Street in southeast Armona. New development along this corridor can re-capture this appearance through simple building façade treatments and assist the community in strengthening identity ties to its historic past.

ACP Policy 4A.2.3: New Downtown Mixed Use development east of 14th Avenue, between Front Street and Locust Street shall preserve the Armona Oak Tree and integrate this historic tree into the design of new construction.

The Armona Oak Tree is a visually dominant landmark in the Downtown Commercial Core and towers over adjacent businesses. The parcel under which this tree is located is currently vacant and often used for parking for local business patrons. An alleyway easement currently exists between the tree and businesses immediately south, which can serve as an access route to future parking along the alleyway or behind potential future mixed use development that may occur along 14th Avenue.

ACP Policy 4A.2.4: Commercial businesses, street signs and landscaping within the Downtown Commercial Area should incorporate design features that tie to the Armona logo.

Signage and landscaping are very important elements that give visitors a good first impression when entering a town. Elements within the Downtown Commercial area should use a common design theme to enhance the physical appearance and attractiveness of the community overall. Establishing this Downtown vision will increase civic pride and instill a greater sense of ownership among community residents, while also increasing the commercial marketability of Armona.

Figure 4.6. Downtown design features



Figure 4.7. Street sign example



ACP OBJECTIVE 4A.3

Establish quality neighborhoods that recreate small town traditional neighborhood design and connect with the Downtown open space areas to create a communitywide integrated “Sense of Place”.

ACP Policy 4A.3.1: New residential development shall integrate pedestrian connectivity that is representative of small town communities, and includes sidewalks, curbs, planting strips, and trees to enhance the streetscape.

New residential growth shall be required to construct pedestrian oriented infrastructure that facilitates walkable street design. These features will improve the overall community appearance and add to the existing streetscape amenities. Lining the streets with trees provides shade for the area as well as establishes a barrier between vehicles and pedestrians. Trees also tend to have a calming effect on traffic, slowing down vehicles and providing a sense of enclosure.

ACP Policy 4A.3.2: New residential development standards shall be adopted into the zoning ordinance which details the type and scale of pedestrian amenities to be provided within Armona.

Residential neighborhoods are key elements in the community’s network of pedestrian connectivity. Development standards shall therefore be developed for the Armona Community to ensure future development occurs according to the community desired small town design and appearance.

ACP OBJECTIVE 4A.4

Enhance community pride and connection to Armona’s historic heritage through historic preservation efforts, and community events/activities that are connected to features of Armona’s historic past.

ACP Policy 4A.4.1: Evaluate the potential designation of historical resources within Armona based upon State Historic Preservation Office guidelines.

Designation of historic resources within Armona could bolster the Community’s historical identity. Research into State Historic Preservation guidelines should therefore be conducted to determine the probability and cost effectiveness of pursuing historical designation of certain sites or facilities within Armona.

ACP Policy 4A.4.2: Seek funding for the preservation of significant and unique historic and cultural resources.

As references to Armona’s past disappear, those few remaining historical icons should be preserved for future generations to connect with. Preservation of older historic facilities often require maintenance and funding support to ensure their long term existence. Preservation efforts should therefore seek funding and or sponsorship support to maintain these facilities for future generations to come.



ACP Policy 4A.4.3: Designate 1.38 acres as public facility that includes the historic site of the Armona Depot for preservation and pursuit of public/private partnership efforts to reconstruct the Armona Depot and establishment of a dedication park to Armona's past.

The Armona Depot, once a major source of pride to the community, no longer exists. However the foundation and clump of trees still remain which remind long time residents of what Armona has lost. Public/private efforts should seek to preserve this site and seek possible opportunities to recreate this significant icon of the past. Opportunities exist to possibility integrate a museum, library, or senior center into this possible building. Additional land area can also serve as a dedication park that would be located near the center core of the Downtown and serve to enhance the revitalization efforts that the community desires.

ACP Policy 4A.4.4: Assist the community in establishing collaborative ties with the San Joaquin Valley Railroad to host community celebration festivals with activities such as Hand-Pump Car races on railroad right of way.

Figure 4.8. Hand-Pump Car

The Armona community's origins are founded on developments inspired by the railroad. In engaging efforts to reclaim Armona's heritage, collaboration with the Railroad should be pursued to jointly improve the railroad right of way and its beneficial use to the community. Other communities including the Sacramento/Folsom area hold events that celebrate historical ties to the railroad. One particularly fun event that is tied to the railroad is the Hand-Pump Car races. The Railroad Hand-Pump Section Car is a simple track maintenance vehicle consisting of a platform built on 4 flanged railroad wheels and propelled by hand power. Rods, gears and cranks are utilized to enable the car to travel along the rails. These unique vehicles were developed in the late 1850's and early 1860's and could serve as a fitting element that connects with Armona's heritage.



ACP Policy 4A.4.5: County or community based public/private partnership efforts should pursue acquisition of the historic Armona Depot site and immediately adjacent land for future reconstruction of the Depot as a multi-beneficial public use facility and development of a dedication park to the pioneers of this region.



Figure 4.9. Armona Railroad Depot

The Armona community took great pride in the historic depot that was once located along the main railroad junction where fruit distribution and passenger trains once thrived. The Armona Depot was located on the south side of Front Street just south of Railroad Avenue which ran parallel to the now non-existent northern rail line that ran up to Tracey. This vacant depot site could serve as a testament to Armona and Kings County’s historic past and be immortalized through the re-creation of the Depot or similar building for public use, and a dedication park where future generations could learn about this area’s pioneering heritage. These potential public uses could anchor a revitalized Downtown and serve a multitude of public uses such as a senior center, museum, library, KART bus stop, and other multi-modal transportation hub.



ACP OBJECTIVE 4A.5

Beautify the Community by removing the visual blight of household trash within the Community and other unsightly vegetative growth that occurs along the railroad right-of-way.

Residents of the community have expressed concern over the visual blight that is occurring within the Community. Household trash can often be seen strewn along some residential streets, and the railroad right-of-way that runs through the center of town remains unattended and overgrown with weeds. The open ground along the 300 foot wide railroad corridor is unkempt and is often the major source of tumble weeds that scatter into the community and act as clinging magnets for trash. These unsightly eyesores deteriorate the appearance of the Community and their removal is key to improving the Community’s identity.

ACP Policy 4A.5.1: Waste receptacles should be located in all community parks, and downtown pedestrian areas to increase the appropriate disposal of trash.

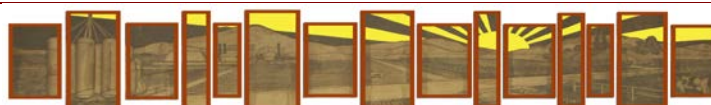
Figure 4.10. Waste Receptacle

The existing Community park and some businesses along 14th Avenue already provide waste receptacles. New facilities or businesses establishments within the Community should also contribute to this waste disposal effort and add pedestrian receptacles in appropriate locations relevant to their site. The Downtown Mixed Use area along 14th Avenue and other common areas throughout Armona should be the focus of new waste receptacle placement to reduce the presence of littering. Regular cleaning and maintenance of these trash receptacles should also be required as essential to the Community’s upkeep. Service within common Community areas should be coordinated through the ACSD and a appropriate funding mechanisms explored for ongoing maintenance.



ACP Policy 4A.5.2: Consider establishing additional avenues to enforce fines for the illegal dumping of waste within the planning area of this Community Plan.

Residents of Armona, like most other communities, desire to live within a clean and safe community environment. Disregard for maintaining a clean community environment is counter productive to



establishing a positive marketable community and downtown that is necessary to the revitalization of Armona. Trash and weeds act as disincentives to economic investment and often contributes to a larger decline in a community and increased crime. The County should work close with Community stakeholders to address this issue, and residents may serve as the best resource for determining the sources of illegal dumping. Residents should be encouraged to notify the County, and the County should consider increased penalties for illegal dumping within the Community and direct a portion of the fines to be redirected back into the Community for trash and weed removal efforts.

ACP Policy 4A.5.3: A Community volunteer group should be established to coordinate local efforts in keeping Armona clean with primary focus on the railroad right-of-way.

Residents of Armona have the biggest interest at stake in maintaining a clean litter free environment. Community organized efforts are likely necessary to address the ongoing disregard of the railroad right of way that cuts directly through the Community. Unfortunately, the right of way is owned by the San Joaquin Valley Railroad and not a local property owner that can easily be coordinated with. Local volunteer efforts will likely have the greatest potential for positively addressing the weed buildup along the right of way. Youth community service requirements through schools and other institutions or youth volunteer efforts may also be available to assist the Community in maintaining a clean environment.

B. Community Economy

The local economy is based primarily outside the community of Armona with retail commercial, service commercial and agricultural based employment. Within the Community, a limited number of restaurants and small stores exist along the Downtown area while light industrial and service commercial industries are more fully established along Hanford Armona Road. Although there exist limited employment opportunities within the Community, Armona has the potential for enhanced job creation through commercial development and connection to regional commercial job centers in Hanford.

ACP GOAL 4B Establish a diverse community based economy that fosters small business development and provides agricultural supportive industries that are reflective of Armona’s pioneering spirit and historic agricultural significance.

ACP OBJECTIVE 4B.1

Enhance the economic viability of Armona through an economic development strategy that improves the local workforce, develops and retains new businesses, and provides economic diversity for the community.

ACP Policy 4B.1.1: Develop an Armona Downtown Business Development Program that targets new business growth and retention for the Downtown Commercial Core and other light industrial areas.

A revitalized downtown with commercial businesses that serve the residents of Armona is highly desired by the community. The existing Downtown Commercial Area has the potential to accommodate residents’ needs while also presenting opportunities for increased commercial



investment. Opportunities should be explored to determine the best marketing approach and economic development avenues to increase business development and retention. Small retail businesses and restaurants may lend themselves to quicker development along the Downtown. New business development should also be encouraged to enhance the overall investment in the community.

ACP Policy 4B.1.2: New development within the Downtown Commercial Core should reinforce the theme of Armona as a “Day Time Destination” with restaurants, shops and other businesses that cater to residents and visitors.

Armona eateries already serve as a lunch time retreat for workers in adjacent Cities. With Highway 198 and Lacey Boulevard providing timely access to the community, Armona can capitalize on the desire of day time workers wanting to break away for lunch. The addition of retail shops and other small businesses, Armona can capture more economic stability while still maintaining a small town feel with a downtown that operates primarily during the day.

ACP Policy 4B.1.3: Promote Armona as a small business incubator and allow the establishment of multi-business use operations to share common office resources while allowing reduced parking requirements.

Armona’s economic development strategy is to promote start up and small businesses and can model the effort of other successful business incubator developments where common facilities are used by small businesses to share resources. As the Downtown and Mixed Use expansion areas are proposed to establish a parking plan to share parking resources, new start up and small businesses should be allowed reduced parking standards. This should be allowed to prevent current parking requirements which are based on use and square footage from creating an undesirable sea of parking spaces in the Downtown and Mixed Use core areas.

ACP Policy 4B.1.4: Vacant and underutilized Mixed Use and Commercial areas should be the focus of economic development efforts to increase Community job growth, tax base and Downtown revitalization.

A number of vacant and under utilized properties exist within the Downtown Commercial Core. These development opportunities should be the primary focus of economic development in order to re-build a sense of place with Armona’s Downtown center and increase economic investment.

ACP OBJECTIVE 4B.2

Preserve and enhance the agricultural base economy and its associated service industries to strengthen Armona’s economic ties to a progressive agricultural business community that is reminiscent of Armona’s historic pioneering heritage.

Armona was once a major fruit distribution hub of California. This early pioneering spirit can be reinvigorated into the Community through new small business incubators that work cooperatively together with local agricultural industries to strengthen the sustainability of the Armona and agricultural economies.



ACP Policy 4B.2.1: Develop partnerships between the community, local businesses, local growers and fruit packers to reintroduce and invigorate this region as a fruit and produce marketing label.

One of the current trends in marketing agricultural products is the marketing of products grown in a certain region. Armona was once the shipping and distribution hub of what was known as the “Armona Fruit Basket” and Grangeville Growing Region. Opportunities existing for the community to collaborate with local farmers to create new market avenues for their agricultural products which enhance the sustainability of both the community and local farms. Armona could be host to farmers markets, festivals and other events that pay tribute to local produce and a growing region that the Community has ties to.

ACP Policy 4B.2.2: Mixed Commercial and Light Industrial designated areas within Armona shall facilitate and encourage agricultural product related businesses, which may include warehousing, distribution, sales and service support.

Armona has the greatest concentration of small service and warehouse buildings that allow new small startup businesses. These commercial and light industrial facilities should be encouraged to establish agricultural related support industries.

ACP Policy 4B.2.3: The Mixed Use designated area within Armona should encourage professional office type businesses that provide support services to agricultural industries.

The Mixed Use development area is planned for the North Community Expansion Area and will allow a mix of commercial and residential uses. Professional office uses should be encouraged within this area to increase supporting agricultural services. This will increase Armona’s ties to the local growing region.

ACP Policy 4B.2.4: Work with Kings Economic Development Corporation to promote Armona as a prime location for commercial and industrial investment, and coordinate with the Jobs Training Office and other community based organizations to assist in business growth development.

Armona is strategically located along Highway 198 and between the County’s two largest Cities. This positioning allows for Armona to draw upon the neighboring economies and foster its own unique marketable location for commercial and industrial business development. Kings EDC is the key facilitator of new economic growth in the County and therefore should be involved in the marketing and business development efforts within Armona. Kings EDC is also the main organization that can assist in business funding, and tax and employment benefits.

ACP Policy 4B.2.5: Leverage the newly established Enterprise Zone to encourage new commercial development within the Downtown Commercial Area by enticing new business investment with incentives for locating within this area.

The Armona commercial and industrial planned areas are currently part of the new Enterprise Zone application. This zone will allow for increased tax benefits to local business owners.



ACP Policy 4B.2.6: Assist the Armona CSD in securing infrastructure improvement grant funds for the Downtown Commercial Core to encourage economic investment.

Downtown revitalization will require new development infrastructure investment. There is no Redevelopment Area established within Armona and therefore assistance and coordination should be provided to the Armona CSD to enhance economic development efforts.

ACP Policy 4B.2.7: Public and private grants should be sought to assist business growth and development within the community.

Community Development Block Grants, Economic Development Grants, and other grant opportunities should be evaluated to provide assistance to businesses looking to establish themselves in Armona. The U.S. Small Business Administration's Fresno Office may also support businesses through the Federal Government Small Business Administrative loan program that guarantees up to \$1,000,000.

ACP OBJECTIVE 4B.3

Increase residents' accessibility to higher education and local job opportunities to better position the community as a readily available trained workforce for existing and anticipated future business developments.

Major employment industries outside Armona are currently based in agriculture and commercial services. However, the lack of non-agricultural jobs leads many young residents to move away from the community to find other employment opportunities. Targeted workforce training coupled with affordable housing can greatly enhance Armona as a community with an increased jobs/housing balance.

ACP Policy 4B.3.1: Establish alternative transportation options that connect residents to the new College of the Sequoias campus along 13th Avenue and adjacent regional commercial job centers in Hanford.

Armona is benefited by its close proximity to higher education facilities and regional commercial businesses along Hanford's western edges. Pedestrian and bicycle pathways should be developed to connect residents to these education and employment centers, which would also increase the potential for reduced vehicle trips and air emissions. Vanpool and KART bus routes should also be explored to determine the feasibility of better coordinated resident transport to these facilities.

ACP Policy 4B.3.2: Seek to partner small businesses with the local high school and college to establish internships that help train a local workforce that meets the needs of growing industries.

Charter schools are developing across the State and are more frequently orienting their programs to connect with local industries. With Armona's vision to establish innovative small business incubators, efforts should be made to connect the local high school and college with local small businesses. This will increase the potential for developing a local workforce that is already connected and partially trained for employment in locally developed businesses.



ACP Policy 4B.3.3: Support other public/private partnerships that seek to establish local workforce development and training opportunities.

The County’s community colleges and other vocational training are best suited to prepare the local workforce. The existing satellite campus of College of the Sequoias (COS) is located within a mile of Armona along 13th Road, and the new campus is planned for construction on the east side of 13th Avenue just north of Lacey Boulevard. The West Hills-Lemoore campus is also located about seven miles west along Highway 198. Armona’s close proximity to these educational facilities should be leveraged to establish partnerships that increase workforce training, education and development that is mutually beneficial to residents, the community, the local economy, and educational facilities. Planning and development decisions that may affect this relationship should be thoroughly considered during the development review stage.



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CHAPTER ~ 5 ~

COMMUNITY SERVICES



Armona was once the site of a free flowing artesian well that supported the community and was also the primary water source for the City of Coalinga up until 1960. The days of fresh water artesian wells have since passed and Armona like other unincorporated communities must rely upon community district operated services to provide potable water and other community services. The Armona Community Services District (ACSD), established in 1920, still provides water service along with other communitywide services such as sewer, garbage and street lighting to residents and businesses within the Community. Other infrastructure and services such as curbs, gutters, and storm drainage are limited or non existent throughout the community.

A. Community Water

ACP GOAL 5A **Armona attains a quality water system and community wastewater treatment system that sustains a healthy living environment.**

Armona is currently faced with water quality and quantity issues that must be addressed in order to support the community and potential future growth. At present, existing wells can support limited infill development, but not larger scale development. The Armona CSD also must address the new EPA standards for Arsenic, which was lowered from 50 parts per billion to 10 parts per billion. Like other Cities and Communities within Kings County, Armona is struggling to fund a new water treatment facility and other service improvements.

ACP OBJECTIVE 5A.1

Establish a sustainable quality potable water source for the community with sufficient capacity to achieve build out of the Community's planned growth.

Much of the County's subdivision development over the past five years has occurred in Armona, and accounted for 144 new housing units between the period of January 1, 2003 to December 31, 2007. The limited water capacity, however, has restricted completion of secondary residential development phases. Additional residential growth in Armona will not occur until a third well is constructed by ACSD.

ACP Policy 5A.1.1: **The Armona Community Services District (ACSD) should coordinate development of a Capital Improvement Plan for water service with the County to establish a service plan and funding mechanism that can accommodate future buildout of the Community.**



Figure 5.1. Armona Water Tower

Water supply in Armona is provided by two active groundwater wells maintained by the Armona Community Service District. These wells have the pumping capacity of 1800 gallons of water per minute. The second well serves as backup during dry summer months. The District currently serves approximately 1,200 water service connections and average consumption ranges from 177 to 193 million gallons a year. The existing water system facility includes treatment, storage, and booster pumping capabilities at well number one (Dillon Well), and water storage and booster pumping at well number two (7th Day Well). Overall water use has declined over the past three years, however, reliance on the second well during summer months has increased.



ACP Policy 5A.1.2: Support the Armona Community Services District’s efforts to seek grant funds for the development of a water treatment facility and expansion of the community water supply.

A new water treatment facility is currently being planned to support services to new consumers, which could equate to 475 equivalent dwelling units (edu), including commercial and industrial users at approximately 1,000 gallons per minute. Funding is still needed to complete the project. Therefore efforts should be made to secure funding from the County, United States Department of Agriculture Rural Development program, and other agencies to facilitate construction of the water treatment facility expansion and improvements. Use of a bond measure can also be leveraged against future tax increment revenues and service hook-up charges build the necessary infrastructure or water supplies to service the community now and far into the future.

Existing ACSD water usage is approximately 187.2 acre feet per year. Armona CSD has determined that there is the need for additional water storage in order to reach the goal of an eventual population of approximately 6,500 persons. It is estimated that a 250,000 gallon storage will be needed to meet the Community’s needs. Armona CSD has purchased property for the development of a future well site which will include a water treatment facility. The Water Treatment facility should also be designed to accommodate additional capacity or allow add-on facilities to cover the additional capacity.

B. Community Storm Water

ACP GOAL 5B Armona CSD establishes a communitywide storm drainage system that removes standing pools of water along roadways, and drains runoff into a diverse number of receiving facilities.

ACP OBJECTIVE 5B.1

Establish a diverse series of site hydrologic functions to receive and detain storm water runoff.



ACP Policy 5B.1.1: Require new development to integrate onsite stormwater drainage features to increase the storm water detention throughout the community.

Use of small onsite storm water management techniques can greatly reduce the concentration of storm water drainage throughout the community. New development should integrate features such as small catch basins and landscaped depression basins to disperse water detention throughout the community.

ACP Policy 5B.1.2: Integrate stormwater detention basins into the design of parks, parkways, medians, and other open space areas to serve as dual purpose facilities.

Areas of common use and parts of the new streetscape can all be used as part of a storm water management system. Open space and parks should integrate tiered elevation area depressions to serve as storm water detention basins throughout the community for periods of high rainfall. The streetscape improvements should also integrate small catch basins and landscaped depressions to add to a diverse system of storm water detention.

ACP Policy 5B.1.3: New stormwater drainage facilities established by new developments shall be required to establish a County Service Area or District Zone of Benefit that is supported by benefiting property assessments.

Stormwater drainage facilities will be needed as new growth occurs in Armona, and a stable maintenance operation and funding source is needed to ensure the longevity of this community service. Home owners associations that have been used in the past can result in long term unreliability and leave facilities without necessary maintenance. County Service Areas or District Zone of Benefits offer a more stable service option to support the long term operation and maintenance of storm drainage facilities.

C. Community Infrastructure

ACP GOAL 5C Armona community services are supported by a sound and dependable infrastructure system.

ACP OBJECTIVE 5C.1

Key infrastructure improvements to essential community services such as water, sewer and storm drainage connection lines and stations are made throughout the community.

ACP Policy 5C.1.1: Sidewalks, curbs, and gutters shall be required on all development and must integrate with a storm drainage system that is either onsite or through a community system that can be connected to. All development shall be consistent with the Kings County Public Works improvement standards for sidewalk, curb, gutter, and storm drainage.



There is limited infrastructure such as sidewalks, curbs/gutters or surface drainage system within the community which hinders the community from attaining pedestrian walkability. New development should invest in the community to build a sustainable infrastructure.

ACP Policy 5C.1.2: A Community Infrastructure Master Plan should be developed to ensure that the entire community can be effectively served and that financing mechanisms are outlined to demonstrate adequate financing can support the infrastructure improvements.

Small communities that are served by special districts often have difficulty coordinating necessary services to a growing population and built environment that is typically under the land use authority of a County. Armona has the potential for considerable growth if certain ACSD services become adequately made available. Provision of these services and the projected growth as outlined in this Community Plan should be coordinated through a community infrastructure master plan to determine how future growth and services can be accommodated.

D. Community Facilities and Services

ACP GOAL 5D Community enhancing facilities and services are established and maintained to provide a quality life experience within Armona.

Armona has been successful in establishing collaborative multi-agency ventures in the past. The Armona CSD, Armona Elementary School District, and County have previously worked together to construct a multi-use community facility and operate offices, meeting rooms, library and other functions. The two Districts also combine efforts to support the community park and ball fields with the Armona CSD owning the property and Armona Elementary School District maintaining the grounds. Continued collaborative efforts should be supported within Armona to enhance the cost effectiveness of District and County expenditures.

ACP OBJECTIVE 5D.1

Enhance coordinated efforts between District and County service providers to increase the longevity and quality of valued public services and facilities within Armona.

ACP Policy 5D.1.1: New public facilities established through new community growth shall be coordinated with District supported services.

The Armona Community Services District and Armona Union Elementary School District have demonstrated a willingness to collaborate on past construction and maintenance of public facilities in the community. These district entities have constructed a common use community building, and the only community park which is owned by ACSD yet maintained by the school district. The County should work in collaboration with these two districts to establish long term coordination of public facilities and maintenance.

ACP Policy 5D.1.2: New growth shall support the long term maintenance and upkeep of new community public facilities through a dependable funding mechanism.



As new public facilities are established as a result of new growth within Armona, the funding for maintenance will be critical to the long term sustainability of these community features. A mechanism for annual property assessments will be developed to support District or County maintenance efforts for community facilities. The establishment of a County Service Area or Zone of Benefit within the District may serve as the funding mechanism for new public facility maintenance.



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CHAPTER ~ 6 ~

COMMUNITY CIRCULATION AND TRANSPORTATION



Armona, like many other small rural communities, is oriented with the automobile as the overwhelming transportation mode of choice. Once a major railroad hub of the San Joaquin Valley, the community now serves as an automobile through route with State Route 198, 14th Avenue and Hanford Armona Road all cutting through. A majority of the traffic is farm-to-market, commuter, and business trips. While communities other rural communities are often more isolated, Armona is situated between the Counties two largest Cities of Lemoore and Hanford, and serves as a bedroom community. The close proximity to these larger urban areas places unique transportation challenges for the Community where creative solutions will be needed to address this rural/urban interface to accommodate the circulation needs of diverse interests.

A. Community Circulation

ACP GOAL 6A **The Armona circulation system enhances community connectivity and multi-modal transportation options that accommodate pedestrians, bicycling, public transit, and motor vehicles, while establishing safe non-motorized access to job centers, school sites and community services.**

Traffic and pedestrian circulation within the community is of critical concern to residents, and the community faces substantial circulation challenges. Visitors and residents traveling through Armona would substantially benefit from circulation improvements throughout the community. Implementing street re-alignments, traffic calming measures, sidewalk networks, pathways, and marked bike lanes could enhance pedestrian, bicyclist, and motorist travel and safety. A carefully designed circulation system can also improve air quality, noise, and community health issues. Opportunities exist for Armona to capitalize on non-motorized transportation enhancements that could include a multi-modal transportation facility at the old train depot site, regionally connected pedestrian/bicycle pathways, and Highway interchange improvements.

ACP OBJECTIVE 6A.1

Establish a community oriented street design and grid layout system that enhances circulation of the existing commercial and residential areas, and areas of future growth.

The Armona Community layout remains primarily centralized with a commercial core and residential and other uses emanating outward from the center. Circulation patterns within the residential areas, however, are inconsistent due to the varying design layouts that are reminiscent of the 1870's, 1940's, 1970's and 1990's time periods. Earlier period developments exhibit smaller neighborhood blocks with a grid street circulation system. Mid twentieth century developments established longer curving streets with increased cul-de-sac protrusions. Late twentieth century neighborhoods emphasized the automobile dependence and resulted in larger right-of-ways and longer roadways that tended to be



less connected to community centers. The community circulation of this community plan works to re-integrate pedestrian circulation and alternative means of travel back into the community design.

ACP Policy 6A.1.1: Adopt Community Street and Parking Design Standards into the Zoning Ordinance that incorporate Street Type features as described in Table 6.1 of the Armona Community Plan.

Table 6.1: Armona Community Plan Street Types	
Community Collector (Collector 2)	Per Kings County Improvement Standards
Community Local Street (Local Street 2)	Per Kings County Improvement Standards
Community Downtown (From Front St. to north of Highway Ave.)	Two travel lanes (12 ft./ea.), median (10 ft.), diagonal parking (18 ft./ea.), landscape strip (3 ft./ea. and pedestrian walkway (12 ft./ea.). Total width requirement is 100 ft.
Community Downtown (From Front St. to south of Hanford Armona Rd.)	Two travel lanes (12 ft./ea.), parallel parking (9 ft./ea.) and pedestrian walkway (9 ft./ea.). Total Width requirement is 60 ft.

The existing circulation infrastructure in Armona will be adequate for the projected increase in population by the year 2030. An examination of existing circulation conditions revealed the major corridors within the community, including Houston Avenue, Lacey Boulevard, Hanford-Armona Road, 13th Avenue and 14th Avenue are all operating at level of service (LOS) A. Although the projected population increase will have an impact on the current levels of service, it is highly unlikely to reduce current service below LOS D, which is the minimum acceptable level of service according to the Kings County General Plan (Kings County, 1994). The segment of State Route 198 which passes through Armona is currently operating at LOS B, and it is expected to be improved to a four lane freeway. However, Caltrans states that the improvement will not help maintain its current Level of Service (LOS) B due to the rural inter-regional importance of the segment. Segment 8 will be deficient as it is projected to perform at or below LOS D by 2025 (Caltrans, 2006). The primary concerns related to the roadway system in Armona are associated with needed improvements in road conditions, traffic regulation, street cleaning, curbs and gutters, lighting, and sidewalk improvements. As the population continues to grow, the need for improvements in these areas will increase.

ACP Policy 6A.1.2: New Development shall be designed with interconnected transportation modes and routes to complete a road grid network that matches the existing community grid which channels traffic to Armona’s main arterial streets of 14th Avenue and Hanford Armona Road.

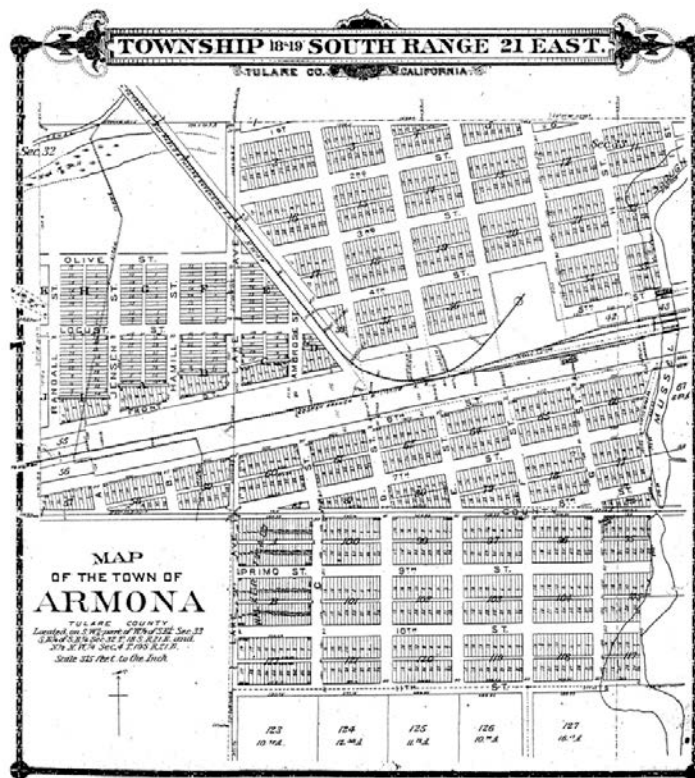
A street grid circulation system incorporated into Armona’s circulation design provides an efficient traffic flow pattern throughout the community. All future development shall continue incorporating road layout standards established in 1892 as shown in Figure 6A.1. All newly developed surface streets shall channel the flow of traffic to 14th Avenue or the Hanford Armona Road which enables circulation access to surrounding communities.



ACP OBJECTIVE 6A.2***Enhance pedestrian and bicycle access and safety through the use of Traffic Calming Street Design Measures.***

Non-motorized transportation options are limited in Armona. Sidewalks have been built in many of the newer developments however, they are inconsistent along the major corridors, most notably 14th Avenue. In addition, while pedestrian crossings in the community are currently found at most of the busy intersections along 14th Avenue, there are no crosswalks in the immediate vicinity of the schools, and many of the existing crossings are in need of re-stripping. Signs designate Class III bicycle routes along 12th Avenue, 14th Avenue, and the Hanford Armona Road however, road surfaces do not contain striping to designate bicycle lanes.

Figure 6.1. Historic Street Grid layout of Armona 1892



ACP Policy 6A.2.1: Adopt traffic calming street design standards into the County's Development Improvement Standards to make available "Pedestrian Friendly" street design alternatives along community streets.

Traffic calming street design standards do not currently exist within the County's Development Improvement Standards and are therefore not currently available for consideration in new development proposals. The standards should be amended to include traffic calming improvements such as those identified in Figure 6A.2.

ACP Policy 6A.2.2: Seek "Safe Routes to School" funding to implement traffic calming features at key intersections that Elementary School children use during the school year to reduce traffic speeds and increase safety.

The County should engage in coordinated efforts with Caltrans, Armona stakeholders, and interested community based organizations to seek funding such as "Safe Routes to School" to create crosswalks in the immediate vicinity of schools. Currently no traffic calming measures have been constructed at intersections heavily used by school children. Community residents have identified this as a critical need in the community.



ACP Policy 6A.2.3: Integrate traffic calming street designs into the construction of new community streets to enhance pedestrian and traffic circulation while promoting speed reduction in residential areas, commercial areas, and along community parks.

Traffic calming measures such as bulb-outs, on-street angled parking, street medians, textured crosswalks, and street trees should be integrated into the community's circulation system to enhance the small town community feel and safety for pedestrians and bicyclists. In particular, areas with excessive or unsafe vehicular speeds should be targeted. With a narrower, more constrained roadway, motorists tend to drive slower.

Figure 6.2. Examples of pedestrian bulbouts and crosswalks



ACP OBJECTIVE 6A.3

Establish alternative transportation travel opportunities to adjacent areas of employment while reducing dependence upon motor vehicles as the primary means of transport.

ACP Policy 6A.3.1: Coordinate with the City of Hanford to plan for a multi-use Bicycle/pedestrian pathway extending from Front Street in Armona that connects to job centers and higher education/vocational training facilities in west Hanford to increase alternative transportation mode access.

Considerable commercial growth has occurred in Hanford west of 12th Avenue that includes the new Super Wal-Mart, Target, Hanford Auto mall, and other major retail outlets. A new College of the Sequoias campus, vocational center, and new Hanford Joint Union High School campus are under construction or planned for the near future along 13th Avenue north of Lacey Blvd. With all of this commercial growth and higher educational opportunities within a mile of Armona, planning efforts should take into consideration the future need for non-motorized travel to these job and educational centers. By integrating alternative modes of travel, the City of Hanford and Community of Armona can demonstrate their progressive approach to reducing future vehicle emissions and do their part to address reductions in green house gases and global warming that must now be accounted for in general plans.



Figure 6.3. Proposed Armona pathway connections

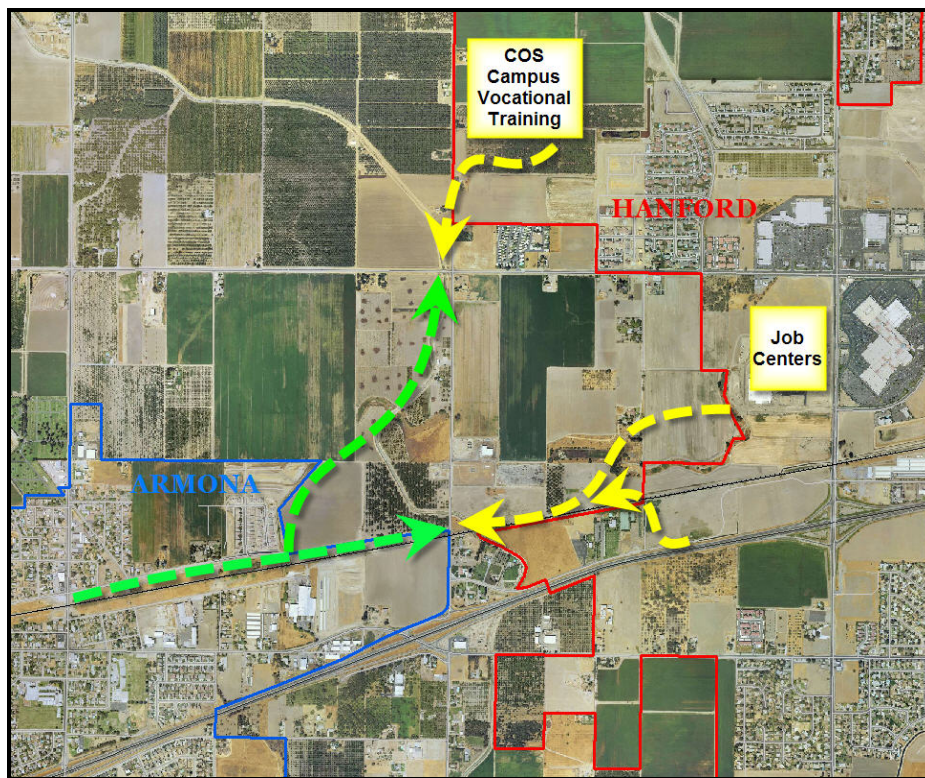


Figure 6.4. Example of a bike path



Figure 6.5. Example of pedestrian path



ACP Policy 6A.3.2: Link all three geographical areas of Armona through increased walkability.

A complete pedestrian circulation system linking all residential areas to community services and open space is vital to ensure public health and safety to minors within the community, while traveling to open space, is obtained. Public open space within Armona is composed of the City Park, and open space land associated with the Armona elementary and middle schools. Access to open space within the community is limited to 14th Avenue since State Route 198 and the Santa Fe Railroad have caused the community to be split into three geographical areas. Walking paths crossing the railroad, linking Ambrose Street to C Street, and Railroad Street to D Street are used by school children living north of the railroad tracks traveling to open space located at the two public schools and the Community Park.



ACP Policy 6A.3.3: Coordinate with KART to establish key locations and facilities within the community for residents to access public transit services.

Figure 6.6. Armona Bus Stop

Alternatives to automobile travel are a priority to many residents in Armona. The proportion of Armona’s residents, who are transit dependent, including the elderly, disabled, youth, or low-income individuals, is higher than the county-wide average. The sole provider of public transit services to Armona is the Kings Area Rural Transit (KART), the largest single public transit operator in Kings County. KART provides fixed-route and demand-response (Dial-a-Ride) services countywide, with two fixed-route routes serving Armona. The Hanford- Naval Air Station, Lemoore Route serves Armona at 30-minute intervals between 5:00 a.m. and 6:30 p.m., and then with 1-hour intervals until 10:30 p.m. The Hanford-Lemoore Route in Armona runs three times daily in the Hanford direction, and twice daily in the Avenal direction. There are two bus stops in Armona, with very limited amenities. An increase in public transit use would improve the air quality, safety, and health for Armona residents. While the majority of the current residential areas are within a ½ mile of the two existing transit stops, future growth in the town, particularly to the North, may necessitate the placement of a third stop at the intersection of 14th Avenue and Lacey Boulevard. Demand-Response services to Armona, including Dial-a-Ride service and Special Services, are offered to meet the needs of disabled community members and other groups. Finally, the Agricultural Industries Transportation Services (AITS) Project was designed and implemented to provide agricultural workers with safe, affordable vans for commuting purposes.



ACP Objective 6A.4

Redesign circulation patterns along Hanford Armona Road and 13th Avenue to enhance traffic flow and safety at this key community interchange with Highway 198 to serve the future growth needs of Armona and the City of Hanford.

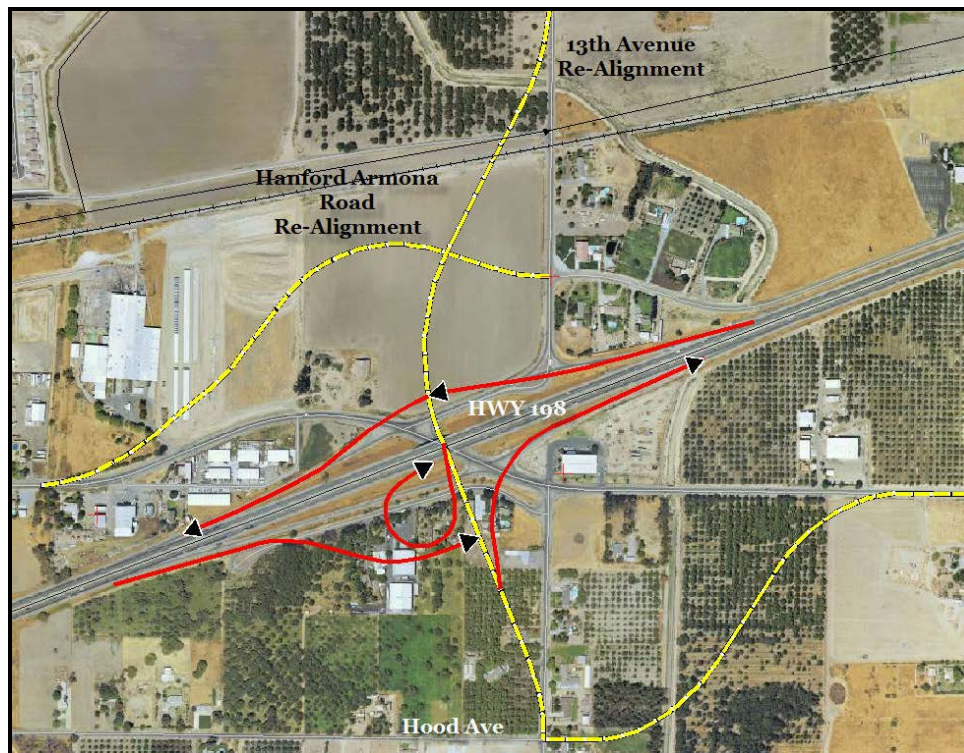
The existing configuration of the 13th Avenue, Hanford Armona Road, and State Route 198 interchange poses substantially increasing traffic safety issues and is not designed to accommodate anticipated future traffic demand as Hanford continues to grow westward. The south bound 13th Avenue tie into the westbound State Route 198 off ramp, and vehicle traveling speeds along the arching bend of Hanford Armona Road under the highway all currently pose safety risks. Visibility is also limited for traffic entering Hanford Armona Road since the overpass restricts a driver’s ability to see oncoming traffic. Given these existing conditions and future projected demand from Hanford residential growth north and south of State Route 198, and the new college campus, high school and City park under construction less than a mile north, re-alignment plans are needed to address these safety issues and future growth demand.



ACP Policy 6A.4.1: The County shall work closely with Caltrans, KCAG and the City of Hanford to develop an alternative design for the highway interchange at 13th Avenue and State Route 198 to enhance traffic safety and accommodate future growth demands.

The County, in conjunction with the City of Hanford, Kings County Association of Governments (KCAG), and Caltrans are working to design an alternate interchange design configuration for 13th Avenue and State Route 198. Figure 6A.5 below shows a preferred alternative design that maximizes the use of the existing highway overpass without costly reconstruction. Alternative on-ramp and off-ramp alignments have also been integrated to increase safety and flow of traffic.

Figure 6.7 Alternative 13th/SR 198 Design Configuration



ACP Policy 6A.4.2: New development along the 13th Avenue/State Route 198 interchange shall be required to preserve the alternative design right of way, and the County shall work towards establishing a roadway plan to accept right of way dedications.

As Armona expands and Hanford continues to expand westward to 13th Avenue, the existing alignments will not meet future demand. Right of way plan lines should be established as early as possible to preserve land before major development occurs to limit the potential disruption to existing residents and businesses, and reduce the future capital improvement expenditures.



ACP Policy 6A.4.3: The County will endeavor to establish a transportation related development impact fee shall be established in coordination with the City of Hanford to create a funding mechanism for construction of the alternative 13th Avenue/State Route 198 interchange design.

A mutually beneficial transportation development fee should be established in conjunction with the City of Hanford that will be devoted towards improvements at the 13th Avenue/State Route 198 interchange. Residential and commercial growth in Armona and primarily in western Hanford will continue to place substantial traffic demands along Hanford Armona Road and increase the need for intersection improvements. Therefore, all new development in Armona east of 14th Avenue should pay fair share impact fees prior to obtaining building permits or zoning permits as established cooperatively by the County and City of Hanford that would be directed to a 13th Avenue/State Route 198 Intersection Improvement Fund.

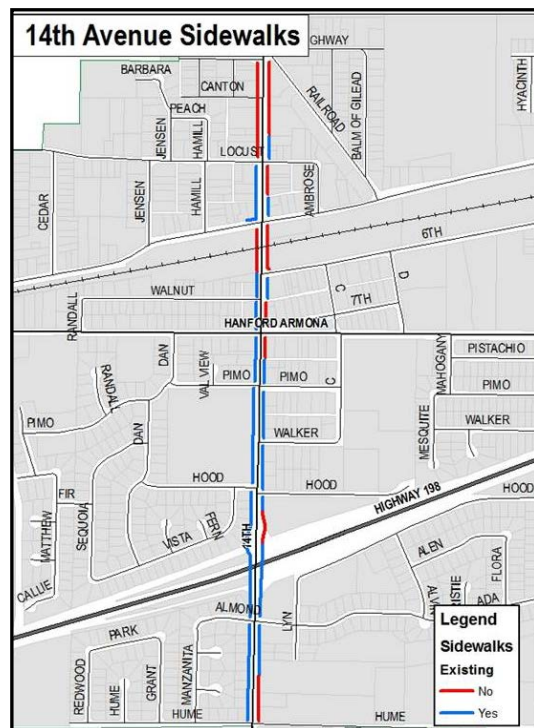
ACP OBJECTIVE 6A.5

Establish pedestrian and bicycling connection routes that link residential, commercial, open space and recreational uses.

ACP Policy 6A.5.1: Plan for the complete connectivity of sidewalks along 14th Avenue and Front Street, and seek funding to construct prioritized missing segments.

Figure 6.8. Sidewalks on 14th Avenue

Sidewalks along 14th Avenue through the central core of the Community are not complete. Sidewalk segments south of Hanford Armona Road are mostly complete, with the exception of two separate sections on the east side of 14th Avenue. The sidewalks north of Hanford Armona Road, however, are less frequent and have no infrastructure crossing along the railroad right of way or along sections north of Locust Street. These missing segments should be further evaluated to determine the extent of school children and pedestrian crossing and develop a priority list of segments needing improvement.



Front Street has some newly constructed sidewalks along the north side just west of Oak Avenue that were constructed as part of the Armona North Subdivision project. Development patterns, however, did not provide for day lighted cul-de-sacs and therefore school children and pedestrians must either travel by automobile or meander through long subdivision streets to exit onto Front Street. Further development along Front Street Connect local recreational paths with planned county wide recreational paths.



ACP Policy 6A.5.2: New development shall integrate pedestrian and bicycle pathways that connect residents to commercial businesses, community gathering places, and school sites.

Armona has many centralized Community features, however, there exists limited pedestrian and bicycle infrastructure. New residential, commercial and mixed use development shall be required to construct sidewalks to increase the Community’s overall connectivity and pedestrian infrastructure. This requirement will help to improve deteriorating infrastructure.

Pathway connectivity between residences and other Community services and facilities is essential to establishing a walkable community. Typical residential subdivisions have tended to wall off neighborhoods from other uses thereby ensuring a dependence upon the automobile for travel. More recent subdivision designs, however, are returning to traditional neighborhood layouts with grid street patterns and sidewalks. Even more progressive subdivision designs are going one step further and integrating separate alternative mode transportation pathways. In order to maintain and build upon Armona’s compact and walkable Community size, new residential development shall be required to integrate pedestrian and bicycle pathways into the design to increase community walkability and connectivity to daily services.

ACP Policy 6A.5.3: Evaluate school children crossings throughout the Community to determine potential grant opportunities for safety enhancements.

Dirt pathways are evident across the railroad right of way that indicate pedestrian crossings between neighborhoods and school sites. Coordinated assistance should be given to the Armona Union Elementary School District to seek potential grant opportunities for enhancing school children access to school sites.

B. Commercial Circulation

ACP GOAL 6B Create a revitalized Downtown Commercial Area with a circulation system that integrates a functional circulation system that is representative of a traditional historic downtown streetscape.

ACP OBJECTIVE 6B.1

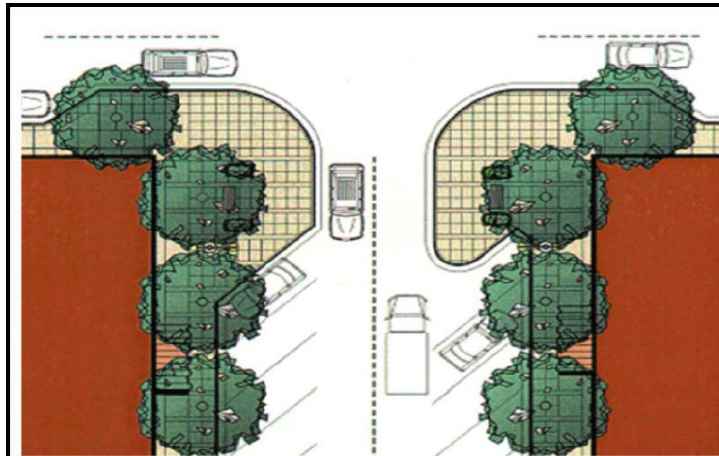
Establish traffic calming measures within the Downtown Mixed Use designated area to integrate traditional downtown “Pedestrian Friendly” design while also accommodating other transportation modes.

ACP Policy 6B.1.1: Establish a Community Downtown Street Design that integrates diagonal parking and pedestrian bulb outs to enhance downtown aesthetics.

The Downtown Mixed Use core area of Armona is the focus of commercial revitalization efforts in the community and a downtown street design is crucial to establishing traditional downtown layout and feel. Figure 6.3 below shows a conceptual downtown street design with angled parking and pedestrian traffic calming features.



Figure 6.9. Traffic Calming Downtown Street with Angled Parking



ACP Policy 6B.1.2: Amend the Zoning Ordinance to allow shared parking for mixed use businesses where parking demands do not overlap.

Businesses should provide adequate parking along the Community Downtown core and behind the mixed use buildings. Parking standards should be eased when proposed commercial uses are planned for mixed use buildings who can demonstrate that times of business operation and residential uses do not overlap.

ACP Policy 6B.1.3: New Mixed Use development shall install bicycle parking into the site and/or building design.

Many frequently used destinations, such as stores and public facilities, have limited bicycle parking. Downtown commercial and public facility uses shall be required to provide bicycle parking facilities, provide safe bicycle locking areas and encourage alternative transportation modes.

C. Residential Circulation

The existing residential areas are designed with a grid street pattern. However, infrastructure improvements such as sidewalks with curb and gutter are limited while planting strips are non-existence. Street design standards are necessary to create the type of streets that integrate street features in creating a neighborhood.

ACP GOAL 6C Residential streets create traditional neighborhood connectivity and access to centralized community areas.

ACP OBJECTIVE 6C.1

Implement residential streets and infrastructure that provide the necessary improvements and settings for the community desired neighborhood streetscape and safety.

ACP Policy 6C.1.1: New residential development shall be developed according to the Community Street Design Standards.



Residential areas shall contain “Community Collector” and “Community Local” street types. Community Collectors serve as the residential area’s main connecting access roadways, while the Community Local streets connect all adjoining areas. All Community Local streets shall connect with either 14th Avenue, Front Street, or Hanford Armona Road which serve as the Community Collector streets.

ACP Policy 6C.1.2: Residential developments east of 14th Avenue and north of Front Street shall establish streets and rights of way that integrate pedestrian pathways that will connect to the Downtown Commercial Core and North Expansion Area Mixed Use developments.

This will ensure the community maintains a walkable built environment, and new development integrates with the resident desired community vision. As less emphasis is placed on automobile travel, alternative modes of travel must be planned for and integrated into the community design.

ACP Policy 6C.1.3: Enhance pedestrian infrastructure by requiring sidewalks, tree lined streets, and traffic calming crossings to balance both car and people use on neighborhood streets.

New residential streets will be required to include sidewalks and planting strips to promote walkable neighborhoods and separation from the roadway. Traffic calming measures should also be used along intersections and possibly midway along residential neighborhood blocks.

ACP Policy 6C.1.4: Implement crosswalks and pedestrian crossing signs at suitable locations along busy roadways.

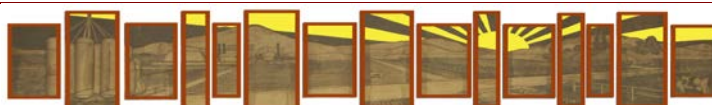
All intersections containing stop signs along 14th Avenue north of State Route 198 and intersections within school vicinities shall contain painted crosswalks for pedestrian safety. In addition, pedestrian crossing signs shall be posted on stop signs to intersections within the vicinity of schools to provide pedestrian safety to students.

Figure 6.10. Crosswalk



ACP Policy 6C.1.5: Community street design shall integrate short street frontage for buildings.

New residential growth areas are planned as compact residential neighborhoods which will require the buildings to utilize more of the lot square footage. Sidewalks and planting strips will provide 4.5 to 5 feet of public right of way frontage which should be considered as part of the frontage requirements for new residential construction. Additional frontage will be required, however, the zoning ordinance should be amended to allow shorter street side frontage for compact residential development areas.



D. Transportation

ACP GOAL 6D Increase public transportation accessibility for residents and workers within the Community.

Armona can often be isolated from the regular access to public services found in the larger cities, such as health care, education, employment, and recreation, the position of Armona between Hanford and Lemoore alleviates this lack of access by enabling efficient connections between these locations.

ACP OBJECTIVE 6D.1

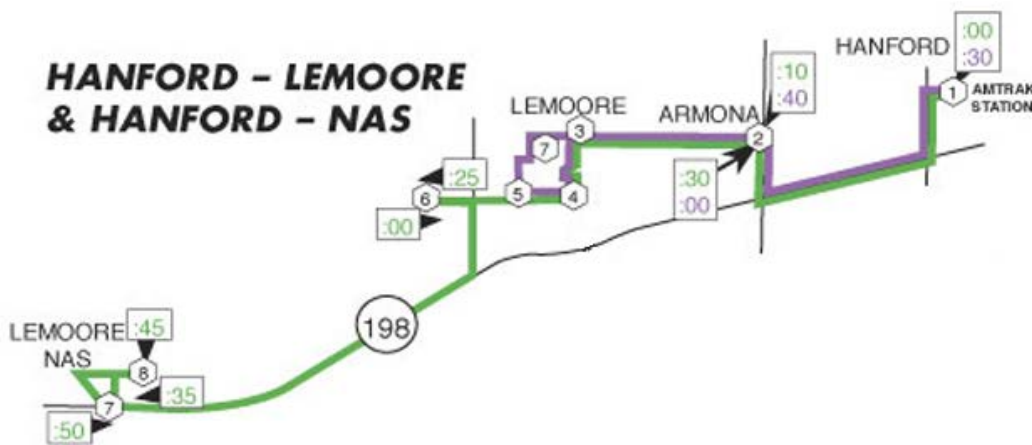
Enhance residents' accessibility to public transportation options.

ACP Policy 6D.1.1: The Kings Area Rural Transit (KART) routes should be reviewed and coordinated to better accommodate the mass transit needs of Armona residents.

The existing Kings Area Rural Transit (KART) system is an affordable method of travel for many Armona residents. KART fares are currently \$1.00 for each ride within Hanford and \$1.50 per passenger for intercity routes. Half price fares are available on regular fixed routes from 9:00 AM thru 3:00 PM for eligible seniors over 60 and older, ADA and Disabled ID Card holders and Medicare Card holders. As the population of Armona continues to grow, KART services should be re-evaluated to determine whether there are increased unmet public transportation needs within the community. KART routes should provide access to higher education facilities, areas of employment and other critical services.

KART offers a dial a ride service for those residents residing more than ½ of a mile from an existing bus route or for those riders certified by KART as disabled. This is door to door service for those residents that qualify. Since a majority of the land use designations where residential development has occurred in recent years, and will occur in future years, is beyond the ½ mile limit, it is anticipated that the dial a ride service may be overburdened by these residents. It is recommended that KART analyze the option of providing a second bus stop in north Armona, near the newly constructed residential development.

Figure 6.11. KART Bus Route



ACP Policy 6D.1.3: The AITS Program and other car or van pooling programs should be promoted within the community to encourage Armona resident’s participation in these programs.

The AITS program provides vanpool transportation opportunities to those employees working in the agricultural commercial operations. Other van-pool and car-pool programs exist as well, and these programs should be promoted within the Armona Community to increase resident awareness of these programs. Efforts should be made to assist the community in better utilizing these transportation alternatives.



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CHAPTER ~ 7 ~

COMMUNITY HEALTH AND SAFETY



The Armona community is locally supported by County Fire Station No. 5 and a lightly manned Sheriff presence. The community, however, is closely situated next to the City of Hanford which serves as the County seat and base for the County's emergency services. These include the County Sheriff's Department, Animal Control, Dispatch, Jails, Fire Department, and County Emergency Operations Center. Other emergency services are also based there including the American Ambulance service, Sky Life helicopter ambulance, and community hospitals and clinics.

The Community health aspects of Armona are well situated with existing centralized public open space, local grocery store, and restaurants. Most residential areas are also within close walking distance to businesses. These small town features should be reinforced and strengthened as community growth occurs. Other pedestrian and neighborhood safety features should also be emphasized to reinforce Armona as a safe and health town that residents can live within.

A. Law Enforcement

ACP GOAL 7A Provide a safe and healthy small town community environment in which residents can peacefully live, work, and play.

The Kings County Sheriff's Department provides law enforcement services for Armona. Deputies assigned to Armona also cover larger territories and often operate out of the department headquarters in Hanford. Four Sheriff Deputies are assigned to cover territory west of 13th Avenue and north of Houston Avenue and alternate shifts. Deputies also serve as back up to other surrounding law enforcement agencies when requested through mutual aid. There is currently 24-hour coverage, but due to the wide area allocated to sheriff patrols, law enforcement is not present enough in Armona to provide the community desired level of service. Increased law enforcement presence within the community is needed, and enhanced community safety is essential to long term success of revitalizing the central commercial business core and maintaining a safe community environment in which residents feel safe to live.

ACP OBJECTIVE 7A.1

Provide sufficient law enforcement to protect residents from personal and property crimes.

ACP Policy 7A.1.1: Promote community safety by providing sufficient sheriff patrol coverage to provide 20 minute or faster response time to priority emergency calls.

Sheriff units are assigned wide areas of coverage which gives residents the impression that Sheriff Deputies are not readily available to the community. By ensuring a consistent and reasonable response time, residents are afforded more reassurance in the adequacy of their community's law



enforcement coverage. In addition, the Sheriff's Department has established programs within the community to support extended police coverage. In the past, the Sheriff's Department had negotiated with the Senior Citizens Center to allow Deputies to establish a community workstation in the Senior Citizens facility, however, the facility is now owned by the Commission of Aging and the workstation is no longer available. The Sheriff's Department has also established a volunteer group comprised of citizen volunteers, primarily from Armona, called the Citizens on Patrol. This volunteer group meets at the Commission of Aging facility monthly to coordinate patrols in within the Beat 1 boundary. The Sheriff's Department provides a Deputy Vehicle for Citizens on Patrol to use. These added eyes and ears provide the Sheriff's Department with additional coverage for the residents of Armona.

ACP Policy 7A.1.2: New development should be evaluated for the extent of impact it may have in relation to the adequacy of the Sheriff's Department to provide adequate patrols necessary to cover the additional population.

An evaluation of Sheriff coverage in relation the community's growing population is necessary to determine the need and justification for additional Sheriff service. Additional Deputies may be needed as growth occurs and the County should consider the hiring of additional Deputies to cover this potential future deficit. On average, other rural communities in the State aim to have one on-duty peace officer per every 1,000 residents in the county. Given this factor, Armona should have 3 Deputies on duty to serve the existing community. Future build out may require a substantial increase in Deputy coverage if the community is able to grow to 9,200 residents.

ACP Policy 7A.1.3: The Sheriff's Department should encourage Deputies assigned to Armona to participate in the community's functions, and actively promote safety by implementing community safety programs.

A positive law enforcement presence in the community helps to build positive relations with at-risk youth, and acts to deter suspicious activity, including narcotics distribution and gang activity. Community policing is a philosophy in which law enforcement is seen as part of the community. This type of policing helps to create a positive relationship and build trust between the community members and law enforcement.

A method used by the Sheriff's Department to create community goodwill is spearheaded by the Citizens on Patrol organization who provide several fundraisers throughout the year for the purpose of funding the Community National Night Out and Holiday Food/Toy Baskets. Citizens on Patrol and Sheriff Deputies distribute the Holiday Baskets to needy families during the holidays.

B. Fire Protection and Emergency Medical Services

The Armona community is well supported by the centrally located County Fire Station No. 5 on 14th Avenue just north of Highway 198. The station is staffed with four full time fire personnel, who alternate shifts enabling the station to have two working staff at all times. The station is equipped with one breathing support vehicle used to fill Self Contained Breathing Apparatus (SCBA) bottles and provide flood lighting, one primary fire engine, and one reserve fire engine owned by the Sate of California Office of Emergency Services (OES). The Station provides mutual aid assistance to the City of Hanford with its primary engine and county fire staff provide statewide assistance with the OES engine. The station also has an active Armona Volunteer Fire Department that supports local response calls. The volunteer firefighters are also active in community fundraising through the



Christmas Tree sale event held annually on the large grassy backlot behind the station. Raised funds are used to assist a variety of organizations such as burn victim funds, scholarships for area residents, and the Armona Baseball Little League.

This critical support service and its close proximity to the community is a valuable asset to the residents and businesses of the community. Timely response calls and a permanent presence in the community have served to reinforce a quality presence and high level of service to residents. Fire protection service levels should continue to be supported to ensure similar service levels are maintained as the community continues to grow.

ACP GOAL 7B Continue to provide quality service for fire protection and emergency medical response in the community.

ACP OBJECTIVE 7B.1

Expand the Fire Department Station personnel and equipment as the community grows to maintain the current level of service.

ACP Policy 7B.1.1: Fire Department services shall increase as the Armona population grows in order to maintain existing levels of service.

Figure 7.1. Kings County Fire Station No. 5

The Kings County Fire Department personnel have developed positive relationships with Armona residents and residents are satisfied with their current level of fire and first aid services. This level of service could decrease as population and developed land area increase. In order to maintain Armona’s current high level of fire and first aid services, additional staffing and equipment will be necessary.



National Fire Protection Agency (NFPA) standards require a staffing of 1.2 fire fighters per 1,000 residents within a community. This standard requires Station 5 to man its station with 3.84 employees per shift. The construction of additional housing and commercial units will require increased staffing. In addition, aging fire fighting equipment must be replaced in order to maintain a reduced insurance premium cost. The Insurance Service Offices (ISO) determines the Departments fire insurance rating. Key factors to determining the rate include station service boundaries which should not exceed 5 miles, and the age of fire fighting vehicles. If a vehicle is older than 15 years ISO will not recognize that vehicle as part of the Departments fleet. Station Five’s main engine was built in 1998 and will not be recognized by ISO in 2013.

In order to help offset these infrastructure impacts new development shall pay fair share fees to the Kings County Fire Department. Fees shall be negotiated with the Fire Department on an individual project basis.

ACP Policy 7B.1.2: Adequate water supply shall be maintained throughout the Armona fire hydrant system.



NFPA standards require fire hydrants be capable of providing water at 1,000 gpm in order to supply adequate water pressure during fire fighting activities. Hydrants within Armona currently provide water at 1,000 gpm to most hydrants. Some hydrants within the community, although they are few, are only providing approximately 800-900 gpm due to the hydrants distance from water wells. As new development occurs at greater distances from wells, water supply to hydrants shall maintain a minimum of 1,000 gpm.

C. Pedestrian Safety

The Armona Community already contains features of a compact and walkable community. Many of the old street grid patterns around the Downtown Commercial Core allow multiple avenues of access to central businesses and the railroad right of way, that runs east/west through the community, also provides open land that residents often cross. However, many elements of conventional land use planning and design incorporate barriers to walking. Some of the older areas of the community, however, lack adequate sidewalks, curbs and gutters. This lack of infrastructure makes for inconsistent traveling surfaces, pedestrian separation from traffic, and often undesirable or unsafe walking conditions. Residents have expressed critical concern for a very un-safe highway crossing, unprotected access between the residential area and commercial area, and general lack of pedestrian safety from vehicle traffic throughout the community.

ACP GOAL 7C Establish safe routes for pedestrians within the community with sufficient connectivity and visibility that promotes walkable neighborhoods.

Complete streets designed for all users including pedestrians, bicyclists, transit users, people with disabilities, and motorists are critical for the health and well being of Armona residents while creating a more walkable community. Complete streets are essential for access by people who cannot drive. Roads without safe access for non-motorized transportation represent a barrier for people who use wheelchairs, the older generations, and for children.

ACP OBJECTIVE 7C.1
Provide complete streets within Armona providing well-maintained walkways, trails, bike paths and roadways which encourage walkability.

ACP Policy 7C.1.1: Sidewalks are four feet wide or wider and well-maintained with either planting strips, bike lanes, or on street parking to maintain a buffer to the street.

The Armona community primarily contains minor rural arterials and collector roads. These roads are ideal for the incorporation of sidewalks to enable walkable communities. A four foot minimum will provide for an enjoyable walking experience and allows for pedestrians to comfortably pass while traveling in opposite directions. To facilitate a pedestrian friendly environment that helps pedestrians feel safe, a barrier shall be constructed between all sidewalks and road travel ways. Barriers may include marked bike paths, on street parking, or planter boxes.

ACP Policy 7C.1.2: Pedestrian and bicycle pathways shall be designed to remain visible to the public and accessible by emergency response personnel.



Pathways within the community or connecting to other urban areas shall remain visible to the public to reduce the convenience for criminal activity. New pathways shall also be designed to allow emergency personnel to access these routes for any response calls.

ACP Policy 7C.1.3: The Downtown Core Commercial and community collector roads shall contain crosswalks at appropriate intervals and long blocks on 14th Avenue shall contain mid block crossings.

Crosswalks are a critical element of the pedestrian circulation network. A complete sidewalk system is of no use to a community if pedestrians cannot safely and conveniently cross surface streets. All users of a roadway system including transit riders, motorists, pedestrians, and bicyclists must cross the street as pedestrians at some point in their trip. The crosswalk is a direct continuation of the pedestrian's travel path and should be free of barriers and hazards. Crosswalks must be clearly marked and located in an area that allows pedestrians to see and be seen by approaching traffic while crossing.

ACP Policy 7C.1.4: Construction of barriers to the pedestrian circulation system shall be prevented.

Walled off residential areas are not recommended within the community, and new development shall remain open for pedestrian connectivity. In addition, the use of cul de sacs in new development shall be discouraged since they tend to isolate streets and detract from community connectivity. If cul de sacs are used, pedestrian circulation shall connect to the end of the cul de sac to ensure pedestrian circulation remains uninterrupted.

D. Built Environment Safety

As Armona grows and develops, new residential and new commercial areas should incorporate crime prevention features into the built environment. Crime Prevention Through Environmental Design (CPTED) is recommended to incorporate "the proper design and effective use of the built environment which may lead to a reduction in the fear and incidence of crime, and an improvement of the quality of life." - National Crime Prevention Institute



ACP GOAL 7D Build a safer community to encourage and maintain business interests and foster a safer overall community environment for residents and visitors.

ACP OBJECTIVE 7D.1

Increase community street lighting to enhance neighborhood and downtown community safety.

ACP Policy 7D.1.1: New residential neighborhoods shall install street lighting to increase neighborhood illumination.

Street lighting will enable residents to traverse Armona streets in the evening and at night with a heightened level of safety and comfort. Currently, there is limited street lighting and inconsistent sidewalks in the residential areas of town, which discourages residents from walking at night.



ACP Policy 7D.1.2: Street lighting shall be integrated into the Downtown Commercial Core and along pedestrian streetscapes.

Downtown Commercial Core design should incorporate street lighting into the streetscape to provide an enhanced sense of safety to the public while also serving as a deterrent to criminal elements.

ACP OBJECTIVE 7D.2

Promote the application and strategies of Crime Prevention Through Environmental Design (CPTED) as a means of enhancing crime prevention in the community.

ACP Policy 7D.2.1: New residential and commercial development shall incorporate where practical the following CPTED design strategies into their project.

The Four Strategies of CPTED

1. Natural Surveillance - A design concept directed primarily at keeping intruders easily observable. Promoted by features that maximize visibility of people, parking areas and building entrances: doors and windows that look out on to streets and parking areas; pedestrian-friendly sidewalks and streets; front porches; adequate nighttime lighting.

2. Territorial Reinforcement - Physical design can create or extend a sphere of influence. Users then develop a sense of territorial control while potential offenders, perceiving this control, are discouraged. Promoted by features that define property lines and distinguish private spaces from public spaces using landscape plantings, pavement designs, gateway treatments, and "CPTED" fences.

3. Natural Access Control - A design concept directed primarily at decreasing crime opportunity by denying access to crime targets and creating in offenders a perception of risk. Gained by designing streets, sidewalks, building entrances and neighborhood gateways to clearly indicate public routes and discouraging access to private areas with structural elements.

4. Target Hardening - Accomplished by features that prohibit entry or access: window locks, dead bolts for doors, interior door hinges.

CPTED theories contend that law enforcement officers, architects, city/county planners, landscape and interior designers and resident volunteers can create a climate of safety in a community, right from the start. CPTED's goal is to prevent crime through designing a physical environment that positively influences human behavior – people who use the area regularly perceive it as safe, and would-be criminals see the area as a highly risky place to commit crime.

We live with crime every day. It has become, unfortunately, a fact of life. Discussions on the subject have traditionally focused much less on crime prevention than on arrest and punishment; measures that cannot be taken until after a crime has been committed. Only in the last 20 years have designers and architects begun to see the need to plan and build with more in mind than just the traditional threats of nature: fire, earthquakes and hurricanes. They must now consider the threat of crime.

Enter a new approach to crime prevention - Crime Prevention Through Environmental Design - or CPTED. Much more far-reaching than dead bolts on doors and locks on windows, CPTED crime



prevention principles can be applied easily and inexpensively to building or remodeling, and have been implemented in communities across the nation. The results have been impressive; in some CPTED communities, criminal activity has decreased by as much as 40 percent. What is the secret to CPTED crime prevention? Design that eliminates or reduces criminal behavior and at the same time encourages people to "keep an eye out" for each other. These are just a few of the ingredients that go into creating an effective CPTED crime prevention environment; that is, a safer more livable community. Additional information on CPTED can be found at www.cpted-watch.com.

E. Healthy Eating Opportunities

The County is responsible for protecting the public health, safety, and welfare of its residents, and has the ability to guide development of the built environment through implementation of land use plans, policies, and programs. The built environment and land use decisions play an important role in shaping the pattern of community development and thereby promoting or discouraging physical activity and the availability of nutritious food choices.

Armona contains a variety of eating establishments within the community ranging from delis to restaurants with a noticeable lack of fast food facilities. In coordination with the County Public Health Department, community planning efforts are carrying forward an increased awareness of how the built environment impacts the health and well being of residents. Nationwide and locally, there is an increasing number of youth and adults that are experiencing health complications related to obesity and diabetes. Efforts are being made to improve the health of City and Community residents and looks to make changes in the built environment to increase physical activity and the availability of health foods such as fresh fruits and vegetables with the community.

ACP GOAL 7E Armona fosters a healthy living environment with increased access to healthy foods and physical activity within the community that serves the daily needs of residents.

The Armona Community maintains a small town centralized commercial core and public open space areas that are within easy walking distance from most residential areas. The community also is unique from other unincorporated communities in that it still has a thriving small town grocery store that is still in existence. Other small local restaurants also exist along 14th Avenue in the central core. The walkability and access to parks and open space are largely addressed in other community plan chapters, and this section serves to reinforce the need for increased support for enhanced access to healthy eating options that also tie into Armona's community identity.

ACP OBJECTIVE 7E.1

Encourage and facilitate the provision of healthy eating opportunities within the Downtown Commercial Area Mixed Commercial designated areas within the Community.

ACP Policy 7E.1.1: The Downtown Mixed Use Zone District within the Downtown Commercial Area shall allow eating establishments to be permitted through a Site Plan Review Permit when the business can demonstrate that it provides more progressive healthier food options.



A few restaurants and a grocery store exist in the existing downtown core. Additional eating establishments that promote healthy eating opportunities are encouraged in the downtown core.

ACP Policy 7E.1.2: Encourage restaurants that offer healthy eating choices within the Mixed Commercial designated areas of the Armona Community.

The Mixed Commercial Area located along Hanford Armona Road and the Highway 198 interchange may allow fast-food businesses. This area mainly serves light industrial and service commercial type businesses. The fast food type services are also recognized as more suited for the highway commercial oriented part of the community. These types of services should therefore be directed towards the highway commercial area.

ACP OBJECTIVE 7E.2

Increase resident access to fresh fruits and vegetables within the community.

Frank’s Market – Armona is already supported by a local grocery store that provides fresh produce to community residents. Efforts should enhance this local supporting business to continue to provide this community level service and allowed flexibility to provide other healthy food related services or activities.

ACP Policy 7E.2.1: Allow temporary fresh fruits and vegetable markets to operate within common community open space areas, and 14th Avenue when coordinated with the County and ACSD.

Farmers market or other fresh produce markets should be allowed to temporarily establish themselves within the community as a regular weekly or monthly event. This will increase the access of residents to fresh fruits and vegetables and improve the healthy eating opportunities available to the community. As Armona continues to evolve in defining community activities and events, and revitalization efforts emerge in the Downtown Mixed Use area, consideration should be given to establishing a once a month farmers market within 14th Avenue that temporarily closes the road between Locust Street and Hanford Armona Road. Effective coordination between the Armona CSD and County Public Works Department would be required to ensure adequate traffic detour.

ACP Policy 7E.2.2: Encourage the development of a regional fresh produce stand within the Armona Community to showcase and centralize distribution of locally grown fruits, nuts and vegetables.

A large produce stand is desired within the community to serve local residents and provide a regionally centralized location for the sales and distribution of locally grown produce. Large produce stands exist in other Counties such as San Benito County, Fresno County, Tulare County, and Kern County. Yet Kings County has no major produce stand to draw travelers or visitors to buy local or regional produce. Some local packing houses sell fruit onsite, while others sell their produce at limited venue farmers markets. A regional produce stand in Armona would be beneficial to the local economy, enhance agricultural sustainability, and could serve as a conduit to provide locally grown produce to public schools and other organizations.



Figure 7.2. Example fruit stand in Tulare County



ACP Policy 7E.2.3: Allow residential areas to establish community gardens.

Community gardens provide opportunities to increase the availability of fresh produce to local residents. This type of community based effort should be allowed within the residential area of the community to place produce in areas of close proximity to residences.

F. Animal Control

The Armona Community currently has some wandering stray dogs and this exposure to unrestrained animals can detract from the sense of walkable safety and security for pedestrians and school children. As more investment is made in walkable infrastructure and public open space, more frequent animal control patrols should occur to greatly reduce the stray animal population and increase the overall safety of residents living within a walkable community. The County requires animals to be licensed. If animals are caught without tags, the owner can be issued a notice requiring them to get their animal licensed, or they could be issued a citation depending upon the situation. More strict regulations will encourage owners to license their animals and reduce the prevalence of stray animals.

ACP GOAL 7F Enhance pedestrian safety by removing the presence of stray animals within the community.

ACP OBJECTIVE F.1

Increase frequency of animal control patrols in Armona in order to identify and remove stray animals promptly.

ACP Policy F.1.1: Priority for Animal Control services should be directed to the County's concentrated urban communities such as Armona to provide more effective levels of service to a greater number of residents in the County.

The Kings County Sheriff Department has an Animal Control Division, located in Hanford at the station headquarters. Animal Control has a staff of five officers who are responsible for services such as patrolling county roads, responding to public complaints about stray, diseased, dead, and harmful animals, investigation of animal bites, and public education on county ordinances. The County has



Armona Community Plan

also recently authorized an increase in the number of Animal Control staff which will allow the county to be patrolled more frequently and reduce the number of strays. Reducing the number of stray animals on the streets will reduce disease transported by animals, and reduce stray animal attacks on citizens and thereby increase overall community pedestrian safety. The County with increased Animal Control Division staff should make it a priority to enhance the safety of the County's most densely populated unincorporated communities.



CHAPTER ~ 8 ~

RESOURCE CONSERVATION



Armona like many other Cities and Communities throughout the San Joaquin Valley are experiencing struggles with how to effectively balance competing interests of urban growth, preservation of natural resources and maintenance of essential municipal services. In the late 1800's, Armona prosperity of railroad commerce and transportation was coupled with a utopia of abundant agricultural produce, a free flowing artesian water well, clean air, and natural wetlands along mussel slough. The Armona of today, however, faces many of the same challenges that other valley communities are dealing with. Continued outward urban growth in agricultural land, predominant reliance upon automobile travel, and ever increasing water demand has brought forth the realization that resources are limited within the valley and must be considered to effectively plan for long range community sustainability and accommodation of future growth.

A. Agriculture

Armona is predominantly surrounded by prime agricultural lands which are still farmed and produce fruits, vegetables and livestock feed. Much of the land surrounding the Armona Planning Area is under agricultural production and a majority of the parcels beyond the Armona CSD Primary Sphere of Influence are under Williamson Act Contracts. According to the Department of Conservation 2006 Important Farmland Map, Prime Farmland and Farmland of Statewide Importance exist around the community. There is no Williamson Act contracted land within the planned urban growth areas of the *Armona Community Plan*.

ACP GOAL 8A Protect prime agricultural land from untimely conversion and un-orderly urban growth.

ACP OBJECTIVE 8A.1

Preserve surrounding prime farmland not needed to accommodate planned urban area growth, and allow agricultural practices to continue in growth expansion areas until such time as development is ready to proceed.

ACP Policy 8A.1.1: New residential development within the community shall avoid or preserve surrounding local waterways, sensitive habitat, and open space areas.

The Armona Community is bordered by agricultural canal waterways that meander along the east and west edges, and has remnants of the mussel slough that use to run through the eastern half of the community. These resources serve multiple beneficial uses within and outside the community and therefore should be protected or integrated into the Community's future growth. Canal waterways are essential to the conveyance of surface water to commercial agricultural operations beyond the community, and may serve as open water features or pathways within the Community if effectively coordinated with the District owning the facilities. Slough remnants may serve as natural drainage and promote habitat areas for local species.



ACP Policy 8A.1.2: Encourage infill development and compact growth for the North Expansion Area that is planned for residential and commercial development.

Infill development and compact growth should be prioritized as increased service capacity comes online with the Armona CSD. Infill development will strengthen reinvestment into the existing community, while strategically located new compact growth can create alternative housing options that are near commercial job opportunities. These priorities will limit the outward growth pressure on adjacent prime farmland and thereby assist in preserving some of the County's most valuable resources while also accommodating reasonable levels of urban growth.

ACP Policy 8A.1.3: Re-establish Armona's ties to local produce to bolster the sustainability of local farming companies.

Armona has a unique opportunity to recapture a connection with the local growing region that can mutually promote the Armona Community revitalization efforts and regional agricultural produce marketability. Combined efforts can enhance the sustainability of Armona as a quality community, while also enhancing the long term sustainability of surrounding agricultural operations through mutually beneficial ties to one another. Community revitalization building efforts should involve working with growers, packers and produce brokers to rebuild a local growing region identity that reclaims the historical essence of this area as a prominent agricultural growing region. This should work in conjunction with new commercial growth emphasis on building agricultural related industries within Armona that support this endeavor and works to sustain agriculture as an integral component to this region's long term economy.

ACP Policy 8A.1.4: Residential growth beyond the primary sphere of influence shall be discouraged until such time as the community has reached full build out of new growth areas and a comprehensive analysis has been done to determine the need for and extent of additional growth.

This policy seeks to restrict outward growth pressure on prime farmland beyond the areas planned for future growth. This will act to direct development to those areas that the community and County have determined to be the most logical and desirable locations for growth to occur which will maintain Armona's small compact community size. The planned growth areas are also determined to be the least intrusive outward expansion upon prime farmland and those lands restricted by Williamson Act contracts.

ACP Policy 8A.1.5: Amend the County's Zoning Ordinance to specifically allow the continued agricultural farming practices on properties within the Armona Community Plan Expansion Areas until such time as development applications have been approved by the County.

Farming practices should continue to be allowed within planned expansion areas of the Community Plan until development is likely to occur and convert the land to urban type uses. This will allow the continuance of agricultural production on land planned for urban growth and promote beneficial use of the land while awaiting development interest and market demand for urban type uses. Planned urban uses should not be a detriment to existing agricultural uses.



B. Water Conservation

Water supply availability and quality are significant areas of concern in Armona. The well water provided to the Community by the Armona CSD does not currently meet Federal EPA Standards for Arsenic. In addition, existing water capacity can not accommodate any large scale grow within the Community other than limited infill development. The entire water conveyance system will need to be upgraded and a new water treatment facility will be needed to meet the current and potential future demands of Armona. As other areas throughout the State continue to face surface water shortages, added competition and pressure for more groundwater will likely occur. As a result, this trend will likely place greater emphasis on increased groundwater recharge efforts and conservation measures to ensure the long term usefulness of this resource.

ACP GOAL 8B Sustainable sources of quality water are available to provide necessary water service to the existing and planned future growth areas of the community.

ACP OBJECTIVE 8B.1

Armona emphasizes water conservation efforts throughout the community to maximize long term utilization of the Community's valuable water resources.

ACP Policy 8B.1.1: Require all new development to install water meters and encourage the Armona Community Services District to migrate existing water customers to water meters.

Certain water source agencies such as the Bureau of Reclamation have specific guidelines for communities that receive Federal or State water which may include the requirement of water users to be on meters. As Cities and Communities grow throughout the valley, more strain is likely to be placed on this finite resource and future requirements are likely to involve the use of water meters to tier usage charges and encourage conservation. The Community could better position itself for these possible requirements by phasing in water meters as new growth occurs.

ACP Policy 8B.1.2: Coordinate with the Armona Community Services District to explore options for integrating reclaimed water usage within new growth areas.

New community growth areas present opportunities for the community to use reclaimed wastewater on green spaces such as lawns, planters, medians and other vegetative covers throughout the community. The possible integration of this secondary non-potable water line, however, is dependent upon the Armona Community Services District's developing a secondary water service line. The District should be encouraged to explore this secondary water service line since it will likely become more necessary to provide alternative water sources to the community as water availability becomes scarcer.

ACP Policy 8B.1.2 Require new residential and commercial development to integrate drought tolerant landscaping and water



conservation fixtures with the structures to reduce the average per capita water use within the Community.

Average per capita consumption of water can effectively be reduced through various changes to the landscaping and household fixtures and appliances. New growth should serve to enhance the conservation of the Community’s water resources and reduce the potential for excess waste of water usage that ultimately hastens the need for costly system improvements. New growth within Armona should therefore proactively promote the conservation of water usage in landscaping and household consumption.

Table 8.1. Projected Water Use

Water Use (Millions of Gallons/ Year)		
2005 Connections	1200	
Estimated Community Build Out Connections	3200	
	2005 Service Connections	Community Build Out
Total per Capita (0.049)	189.18	480.69
Total per Service Connection (0.158)	189.18	505.60

ACP OBJECTIVE 8B.2

New community growth and expansion contribute towards the provision of additional water supply within Armona CSD to increase available water resources.

ACP Policy 8B.2.1: A water service development impact fee shall be established and required of all new development within the Armona CSD to support District expansion of this service.

Existing Community water capacity is limited and cannot accommodate larger scale residential development. New residential developments are planned within the existing Armona CSD, but are awaiting additional water service capacity. As the existing system has sufficient capacity to serve the community, new growth will need to pay for additional water capacity to reduce the potential impact of existing community residents covering the added expense of accommodating water service expansion for new growth.

ACP Policy 8B.2.2: New Community Expansion Areas shall develop new water wells that will add additional capacity to the Armona CSD system.

The North Community Expansion Area and Southwest Residential Growth Area shall develop additional water wells that can be integrated into the Armona CSD system. This will ensure that new expanded growth areas contribute to the Community’s water system and minimize the service fee impact to existing residents.



C. Air Quality

Air quality is recognized as a major concern throughout the San Joaquin Valley Air Pollution Control District Region. The County of Kings is located within this region and the Armona Community, located between the County's two largest Cities, is impacted by highway vehicle traffic, agricultural practices and other major urban developed areas. All of these factors contribute to the air quality emissions that affect local residents. The Armona Community, as part of this air district region, should strive to contribute towards the improvement of air quality and emissions reduction efforts.

ACP GOAL 8C **New growth and development within Armona contribute toward the Countywide effort to reduce air quality impacts and green house gas emissions.**

ACP OBJECTIVE 8C.1

Community improvements and new development in Armona reduce air emissions and impacts.

ACP Policy 8C.1.1: **The County shall work to improve the public's understanding of the land use, transportation, and air quality link.**

The Kings County Community Development Agency will assist in educating developers and the public on the benefits of pedestrian and transit friendly development and should participate in local programs that can reduce vehicle trips and miles traveled. Proposed developments within the community shall also be encouraged to integrate building features and appliances that are beneficial to reducing air quality impacts.

ACP Policy 8C.1.2: **Require all new residential, commercial and industrial developments to implement emissions reduction efforts that target mobile sources, stationary sources and construction related sources.**

Using the best practices in emissions reduction on new developments will ensure that new growth does not negatively detract from the air quality that Armona residents must live in.

ACP Policy 8C.1.3: **The County shall require new air pollution point sources such as industrial, manufacturing, and processing facilities to be located away from residential areas and other sensitive receptors.**

Previously designated Light Industrial uses along the railroad right of way are converted to more community oriented uses such as Open Space, Public facility, Mixed Commercial, and Downtown Mixed Use. This will focus industrial and manufacturing operations along Hanford Armona Road near the 13th Avenue and State Route 198 interchange. Projects will also be required to prepare health risk assessments in accordance with the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) recommended procedures as part of environmental review when the proposed industrial process has associated air toxic emissions that have been designated by the state or federal government as a toxic air contaminant.



ACP Policy 8C.1.4: The County shall work with the SJVUAPCD to reduce particulate emissions from construction, grading, excavation, and demolition to the maximum extent feasible.

The County shall inform developers of the requirements of the District's PM_{2.5} and PM₁₀ regulations when they apply for a construction permit and will also require developers to coordinate fugitive dust enforcement actions with the SJVUAPCD.

ACP Policy 8C.1.5: The County shall plan a park and ride lot at a suitable location within Armona to serve carpool, AITS Vanpool, and KART Commuter Vanpool users.

The County should work with Caltrans and the County Public Works Department to identify a suitable site within the community. Funding for the park and ride lot should be considered through grant and other associated development impact funding sources.

D. Cultural Resources

The Armona Community has considerable historical ties to the County's early origins. As such, a number of Armona's historical icons are still in existence and worthy of preservation. Prior to the railroad and Armona's existence, this region was home to the Tachi Yokut Tribe that lived around the historic Tulare Lake and may have had settlements in and around Armona. In recognition of this region's history, new development within this Community Plan's new growth areas should occur in a manner that is cognizant and respectful of this region's historical community and Native American ties.

ACP GOAL 8D Preserve archaeological, cultural and historic resources, and treat all historic human remains and artifacts with dignity and respect.

ACP OBJECTIVE 8D.1

Ensure archaeological, cultural and historic resources are immediately identified to reduce the chance of disruption or destruction, and provide earliest notification to responsible parties of interest.

ACP Policy 8D.1.1: New development within the Armona Community Planning Area shall be required to provide onsite monitoring for archaeological, cultural and historic remains and artifacts whenever earth moving construction activities have unearthed archaeological remains. Monitoring shall be done by an individual or firm that is found acceptable by the Tachi Yokut Tribe based at the Santa Rosa Rancheria.

This policy will ensure that the earliest identification of findings is made and that earliest notification possible is made to tribal representatives. Tribal representatives can then ensure that any discovered remains are treated with dignity and respect.



ACP Policy 8D.1.2: If any discoveries are made, construction shall immediately cease and the nature of the finding determined. The local tribe(s) as identified by the California Native American Heritage Commission shall be immediately notified and allowed the opportunity to evaluate the findings.

If remains, artifacts or other cultural resources are discovered, the tribal representatives will be afforded the opportunity to ensure that these discoveries are treated with dignity and respect as defined by their tribal customs.

ACP OBJECTIVE 8D.2

Preserve and enhance Armona’s historical sites to ensure continued recognition of the Community’s significant past.

ACP Policy 8D.2.1: Armona’s historical sites shall be identified and preserved through integration into new development or re-creation where feasible to re-capture the Community’s historical significance.

A few of the historical icons remain intact within the Community. Figure 8.1. below identifies the location of key historical site locations that shall be preserved. Additional site locations of interest are also shown for reference, but not likely suitable for preservation efforts. Historical photos of the community are also provided below.

Figure 8.1. Armona Historic Sites

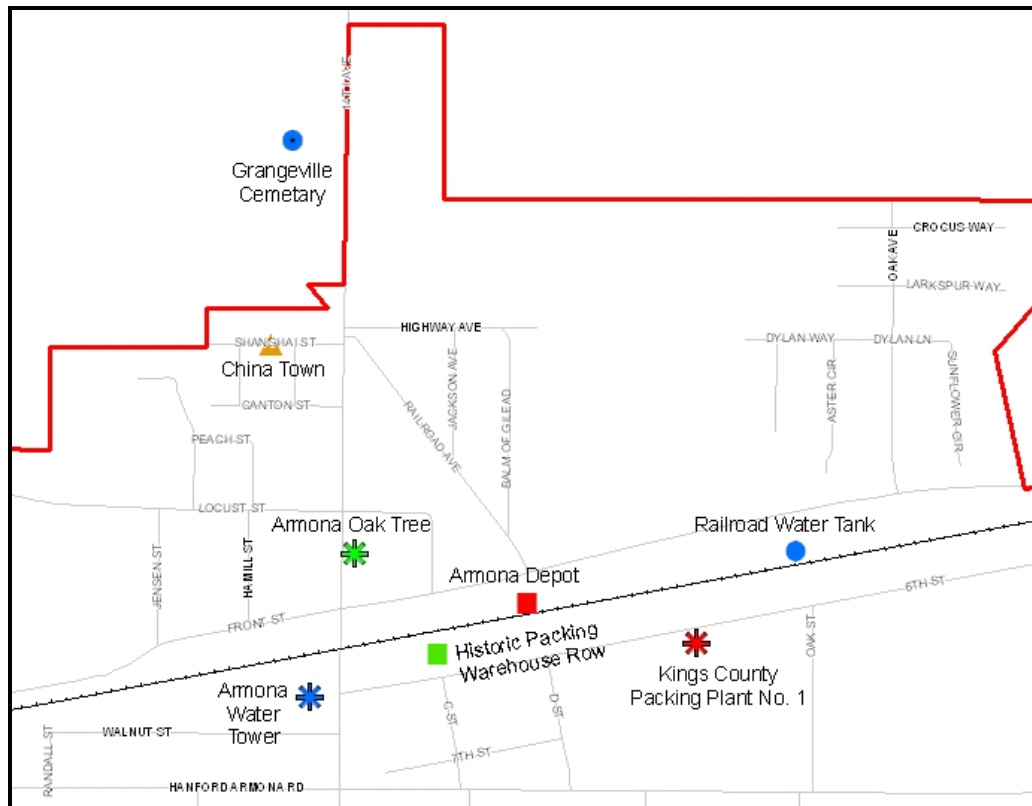


Figure 8.2. Armona Historic Pictures (Courtesy of Glenn Estes and Armona Union Elementary School District)



Armona Township Justice Court 1903-1925



Old Town Armona 1910 – Front Street at 14th



Armona Depot 1915 – looking northeast



Armona 1930 – Maccagno Bakery, King Ko Lunch



Armona 1935 – Packing Warehouse row on 6th St.



Armona 1935 – looking southeast from water tower



Brick School in Armona 1935



Armona Depot Portrait



E. Biological Resources

The Armona Planning Area is considered predominantly built out and surrounded by agricultural operations. This has largely been the situation for the community area since 1940, when the population was around 1,134 residents. Remnants of its past biological resources still exist and are considered important resources that must be addressed within this Community Plan.

ACP GOAL 8E Protect biological resources of significance within the Community Planning Area.

ACP OBJECTIVE 8E.1

Prevent the disturbance and or destruction of historic natural resources within the community from encroachment of new development or loss through disinterest and abandonment.

ACP Policy 8E.1.1: New Downtown Mixed Use development shall ensure the preservation and upkeep of the historic Armona Oak Tree located along the east side of 14th Avenue just north of Front Street which serves as a visible landmark within the Downtown Commercial Core.

Figure 8.3. Armona Oak Tree

The Armona Oak Tree stands almost four stories tall and still exhibits healthy green growth. The tree stands directly adjacent to and across from some of the community's central businesses and is more often used as a convenient shade area under which to park. The parcel on which it sits is currently vacant as is the parcel immediately north. This allows future development potential, and all reasonable efforts should be deployed to preserve and integrate this historic landmark into the Downtown Commercial design.



ACP Policy 8E.1.2: Slough remnants within the Armona Planning Area shall be preserved and integrated into the natural open space features of proposed development.

Slough remnants still exist along the eastern edges of the Community. Although these remnants no longer continuously connect to surface water flows, they serve as a natural landscape resources to this area. As a natural resource, they should be preserved and integrated into the community layout.

ACP Policy 8E.1.3: New development located on undisturbed land within the fringe area of the Armona Community Planning Area shall be required to provide a pre-construction biological survey to determine the presence of any rare or endangered species within the project area if the land falls within or is adjacent to quad maps with known special status species or sensitive habitats as determined by a review of the county's Sensitive Resources Lists. Land continuously cultivated since 1985, or before will not be considered wetlands or sensitive species habitat. If Federal or State listed rare or endangered species



are identified and observed, the local lead agency and any other responsible state or federal agency shall be notified immediately.

This policy will ensure that the earliest notification of any rare or endangered species is made to the appropriate responding agency.

