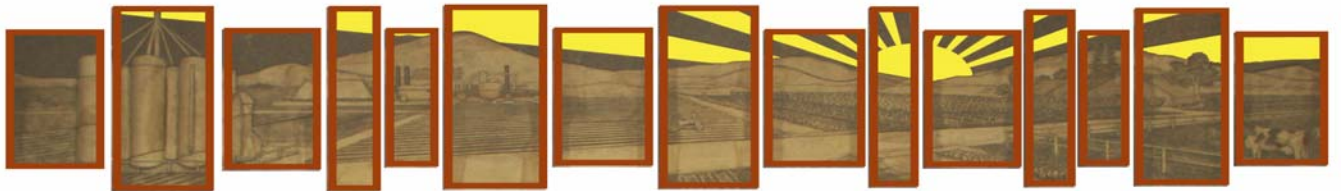

Appendix F

GENERAL PLAN AIR QUALITY POLICY ANALYSIS



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GENERAL PLAN POLICY ANALYSIS

Air quality is closely connected with other elements of the General Plan. The location and distribution of land uses and the transportation system designed to connect the various land uses impacts the amount people drive and the viability of using alternatives to the automobile for travel. In addition, policies intended to protect resources such as farmland directly affect the path of development and the shape and density of communities. Policies that result in more compact and efficient development tend to provide air quality benefits by reducing trip lengths and encouraging the use of alternative travel modes. The following table provides an analysis of the *Land Use Element*, *Resource Conservation Element*, *Dairy Element*, community plans, and the *Circulation Element*. The analysis identifies goals, objectives, and policies that have an effect on air quality and provides a brief explanation of the relationship.

General Plan Policies with Air Quality Benefits		
Goal/Policy No.	Goal/Policy	Policy Analysis
Land Use Element:		
LU GOAL B1	Protect agricultural lands throughout the County, and in particular along the edges of Community Districts and Urban Fringe by maintaining large parcel sizes and preventing the premature development of incompatible urban uses.	Protecting agricultural land from premature urban development promotes compact development and shorter travel distances and related air quality benefits.
LU OBJECTIVE B1.1	Preserve the integrity of the County's agricultural land resources through agricultural land use designations and other long term preservation policies.	See LU GOAL B1
LU Policy B1.1.1	Designate all agricultural and grazing land outside of planned urban areas as Limited Agriculture, General Agriculture, or Exclusive Agriculture.	Providing agricultural designations on all agricultural lands outside planned urban areas can help avoid land use conflicts and promotes compact development.
LU Policy B1.1.2	Continue to use Williamson Act and Farmland Security Zone contracts on all priority agricultural lands within the County and outside the Primary Sphere of Influence of City and Community District boundaries as defined by LAFCO, so long as State "Open Space Subvention Act" funds remain available.	Williamson Act and Farmland Security Contracts provide additional incentive for long term farmland protection that will focus development in more compact urban areas and minimize travel distances and enhance travel mode choices.
LU OBJECTIVE B1.2	Maintain large parcel sizes of agricultural designated land within Urban Fringe areas and around	Excessive parcelization in areas destined for urban development can result in scattered development



General Plan Policies with Air Quality Benefits

Goal/Policy No.	Goal/Policy	Policy Analysis
	Community Districts to retain viable agricultural production until such time as land is planned and ready for conversion to other uses.	patterns and subdivision designs that are not walkable.
LU Policy B1.2.1	Continue to designate agricultural land within the Urban Fringe areas as Limited Agriculture to maintain larger parcel sizes that can accommodate more efficient future urban growth expansion and annexation by Cities.	See LU Objective B1.2
LU Policy B1.2.2	Maintain the Limited Agriculture designation around Community Districts until substantial build out of a Community District has occurred according to an adopted Community Plan, and consideration of new locations for urban uses is necessary to accommodate additional population growth	Maintaining land under agricultural designations until needed promotes compact development.
LU GOAL B5	Agricultural conservation efforts that serve to protect the County's agricultural economy do not hinder the ability of Cities and Community Districts to accommodate well planned orderly growth, and do not foster discontinuous patterns of Urban Fringe or Community District development that lead to urban sprawl.	Careful management of agricultural conservation efforts is required to avoid discontinuous patterns that result in longer trip lengths and poor pedestrian access.
LU OBJECTIVE B5.1	Discourage long term conservation or intensive agricultural uses within City or Community District Primary Sphere of Influences, so that the County's agricultural conservation efforts do not obstruct City or Community District plans to accommodate their future urban growth demands.	See LU Goal B5.
LU Policy B5.1.1	Direct Williamson Act contract applications to the respective City for review and comment when ever a new contract is proposed within that City's Primary Sphere of Influence, and ensure that approval of the contract will not adversely affect planned orderly growth by obstructing orderly and logical urban growth and service extensions of a City.	New Williamson Act contracts in areas anticipated for urban development could interfere with orderly compact development and result in longer trips and miles traveled.



General Plan Policies with Air Quality Benefits

Goal/Policy No.	Goal/Policy	Policy Analysis
LU Policy B5.1.2	When new Williamson Act contract applications are proposed within Community Districts, the County shall review the new contract proposal against the relevant Community Plan policies to ensure compatibility with plans for future growth accommodation within the County's unincorporated communities.	See Policy B5.1.2
LU Policy B5.1.3	Restrict the creation of Farmland Security Zone contracts on land planned for urban uses under a County Community Plan or City General Plan, and direct new Farmland Security Zone contract applications located within City areas of the Blueprint Urban Growth Boundary to the respective City for approval.	See LU Goal B5 and Policy B5.1.2.
LU Policy B5.1.4	In coordination with Cities, encourage the filing of Notice of Non-Renewals on contracted land where land is planned for urban uses and there is a high probability of development potential within ten years.	See LU Goal B5 and Policy B5.1.2.
LU OBJECTIVE B5.2	Restrict the locations where dairies may be located to those areas of the County where they are most compatible with surrounding uses, activities and environmental constraints as presented in the Dairy Element.	Dairies can be a source of odors and dust. Siting in accordance with the criteria of the Dairy Element minimizes potential air quality impacts.
LU Policy B5.2.1	Proposed new dairies and dairy stock replacement facilities, and expansions of existing dairies may be approved through the Site Plan Review process if they meet all of the criteria in the Dairy Element concerning siting, design, operation, monitoring and reporting.	See LU Objective B5.2.
LU GOAL C1	Rural pockets of urban uses in the agricultural areas remain limited in geographic area to the extent of pre-existing residential, commercial and industrial land uses to prevent conflicts between agricultural and non-agricultural interests.	Isolated urban uses in rural areas are difficult to serve by transit and require long trips to obtain retail and commercial services.



General Plan Policies with Air Quality Benefits

Goal/Policy No.	Goal/Policy	Policy Analysis
LU OBJECTIVE C1.1	Prohibit the expansion of new residential, commercial and industrial land use designations within areas identified as Rural Interface.	Development of the Rural Interface promotes sprawl and discourages compact development.
LU Policy C1.1.1	Urban type land uses such as Residential, Commercial and Industrial that are located within Rural Interface areas shall remain limited to the previously defined extent of those land use designation areas. Minor adjustments between land uses may be considered so long as land use changes do not result in the expansion of Rural Residential zoning.	See LU Objective C1.1.
LU Policy C1.1.4	Creation of new Rural Interface area(s) shall be prohibited. However, exception to this restriction may be considered when the new land use proposal meets the following criteria: (see Land Use Element for criteria)	Under certain circumstances, the benefits of development in the Rural Interface may outweigh the disadvantages and tendency to discourage compact development.
LU GOAL D1	Community Districts establish sustainable community areas that meet the needs of existing residents and serve to accommodate unincorporated urban growth that is guided according to individual Community Plans.	Community Plans provide a framework for orderly compact urban development and related travel and air quality benefits.
LU OBJECTIVE D1.1	Accommodate future urban growth within the Community Districts by establishing Community Plans that are developed with community resident and stakeholder input.	See LU Goal D1.
LU Policy D1.1.2	Community Plans shall designate a variety of and distribution of urban type land uses that include residential, commercial, industrial, open space and other public land uses that can accommodate future projected unincorporated growth.	Providing residents of Community Plan areas with jobs and services in their community promotes shorter travel distances and related air quality benefits.
LU OBJECTIVE D1.2	Establish Community Plan land use policies and associated improvement standards to integrate smart growth principles and compact urban design to revitalize existing communities.	Smart growth and compact urban design encourages walking and bicycling for some trips and increases the feasibility of providing transit service.
LU Policy D1.2.1	Integrate Downtown Mixed Use and Mixed Use into centralized	Mixed use development creates a more walkable environment that



General Plan Policies with Air Quality Benefits

Goal/Policy No.	Goal/Policy	Policy Analysis
	community downtowns or community core areas to allow various mixtures of commercial and residential uses, and replace the Central Commercial land use designation.	will produce fewer vehicle trips and miles traveled by placing a variety of uses in close proximity.
LU Policy D1.2.2	Prioritize infill development of vacant and underutilized parcels within the existing special district boundaries where water and sewer service are available to reduce outward growth pressure and costly expansion of district facilities.	Infill development makes existing communities more compact and improves the pedestrian environment.
LU OBJECTIVE D1.3	Preserve the identity of rural communities and enhance the sustainability of these unincorporated communities by improving the quality of life for residents, visitors, and business owners.	Healthy sustainable communities provide for more of the shopping and employment needs of the residents who can travel shorter distances for these activities.
LU Policy D1.3.1	Maintain identified boundaries between Armona and Home Garden from nearby incorporated cities.	Identified boundaries between communities helps to promote compact development.
LU OBJECTIVE D1.4	Designate sufficient residential land to accommodate projected urban population growth to the year 2035 and encourage development of safe and affordable quality housing alternatives for all income levels while ensuring the proper payment of fair share impact fees.	Designating adequate residential land in areas best suited for development is a critical element for promoting sustainable communities.
LU Policy D1.4.1	Residential designations shall provide sufficient land area and a variety of densities to accommodate the County's housing needs allocation, as determined by the most recently adopted County Housing Element and associated Kings County Regional Housing Needs Allocation Plan prepared by the Kings County Association of Governments.	Providing the full range of housing options for future residents and a variety of densities can help create a more walkable and sustainable community.
LU Policy D1.4.2	Distribute residential land use among the four Community Plans to flexibly accommodate new housing units where sufficient special district service capacity is made available and according to market demand.	Designating land in quantities supported by special district services and market demand will help encourage compact, orderly development.



General Plan Policies with Air Quality Benefits

Goal/Policy No.	Goal/Policy	Policy Analysis
LU Policy D1.4.3	Encourage the revitalization of existing residential neighborhoods.	Keeping existing neighborhoods attractive and vital helps to encourage infill and redevelopment of vacant and underutilized parcels that are more walkable and supportive of transit.
LU Policy D1.4.5	Urban home occupation businesses may be allowed in residential areas when the business operation blends into the residential nature of the neighborhood and the use remains unobtrusive to adjacent and nearby uses and services.	Allowing home occupation businesses reduces commute trips and provides employment opportunities that would not otherwise be available for rural community residents.
LU OBJECTIVE D1.5	Increase economic reinvestment by directing future commercial and industrial development to existing Community District areas as outlined in each Community Plan in order to meet the daily needs of residents and provide employment opportunities near residences and transportation routes.	Commercial and industrial development will provide jobs and services locally instead of requiring travel long distances to other urban areas.
LU Policy D1.5.1	Locate retail commercial uses within close proximity to transportation routes and residential areas.	Commercial development in proximity to residential areas will encourage more people to walk to the store instead of driving.
LU Policy D1.5.2	Locate industrial uses near transportation corridors and multi-modal facilities, and away from residential concentrations.	Industrial development may be a source of toxic air contaminants and odors in some cases. Locating this type of development away from residences will minimize potential air quality impacts. Providing good access to transportation resources reduces congestion and diesel particulate emissions from trucks accessing the highway system. Industries with significant toxic air emissions such as warehouse distribution centers, and chemical plants should provide adequate buffers from residences and other sensitive receptors.
LU Policy D1.5.4	Prevent encroachment of incompatible uses in designated commercial and industrial designated areas.	Placing incompatible uses near existing industrial facilities can lead to air quality impacts where none previously existed from the operation of the facility.
LU OBJECTIVE D1.6	Direct new urban growth to Community Districts where municipal services can be provided, and ensure the orderly and efficient	Tying urban growth to the efficient extension of services is a good tool for encouraging compact, orderly development.



General Plan Policies with Air Quality Benefits

Goal/Policy No.	Goal/Policy	Policy Analysis
	extension of services.	
LU Policy D1.6.1	Request LAFCO to amend the Community Services District or Public Utilities District Primary Sphere of Influence to coincide with planned urban land uses of a relevant Community Plan when provision of adequate district services to the expansion area(s) can be clearly demonstrated.	Controlling service area expansions is a key factor in promoting orderly, compact development.
LU GOAL E1	Urban Fringe areas continue to allow existing uses, while land remains intended for the probable future urban growth and expansion of Cities where urban level municipal services are provided.	Urban fringe areas require protection from inappropriate development to ensure that eventual development of those areas is compact and orderly.
LU OBJECTIVE E1.1	Require new development in city fringe areas (except a single-family house on an existing lot) to annex to the city, and encourage existing developed fringe areas to annex to the city where the City is the closest and most logical municipal service provider.	Encouraging annexation and use of municipal services tends to promote more compact development patterns.
LU Policy E1.1.1	Require urban growth to be contiguous to existing urban development and annex to a city in order to ensure coordinated urban growth according to that City's general plan policies. Commercial and industrial development may be considered for development in the County when annexation is not possible, but must develop to City standards.	Requiring contiguous development is a key factor in preventing urban sprawl and promoting compact development.
LU Policy E1.1.2	Maintain a Limited Agriculture land use designation adjacent to Cities in order to avoid conflicts between urban and intensive agricultural uses and to preserve land for future urban expansion.	Maintaining agricultural designations on the edge of the city promotes a compact urban form as long as development is not allowed to leapfrog past the adjacent agricultural land to more distant parcels.
LU Policy E1.1.6	Recommend that LAFCo of Kings County adopt City Primary Sphere of Influences that coincide with each jurisdiction's General Plan designated urban land uses	Providing spheres of influence that do not provide land in substantial excess of the requirements of the city's General Plan promote compact development and improves transportation options.
LU OBJECTIVE E1.2	Enhance the planning and implementation of urban growth	Coordinating development with neighboring jurisdictions helps



General Plan Policies with Air Quality Benefits

Goal/Policy No.	Goal/Policy	Policy Analysis
	through coordinated County and City General Plan Development policies and infrastructure improvement standards.	ensure that growth occurs in a logical manner that is most efficiently served by the local agencies.
LU Policy E1.2.1	Coordinate all proposals for land use change or change in land use development policy with each City when located within the City's Primary or Secondary Sphere of Influence as defined by LAFCO.	Effective coordination can help prevent approval of incompatible uses or uses that do not promote policies encouraging compact development.
LU Policy E1.2.4	Coordinate with each City to review, revise and/or develop Urban Fringe General Plan Policies that are relative to each City and necessary for continued orderly and efficient accommodation of urban growth.	This policy recognizes that each City in Kings County will have different issues that must be addressed in urban fringe areas to ensure that development fulfills the respective jurisdiction's goals and objectives.
Resource Conservation Element: Agricultural Resources		
RC GOAL B1	Maintain viable and productive agricultural land within the County, and ensure the long term preservation of the County's agricultural resources continue to provide a sustainable food supply and supports a vibrant local agricultural economy.	Preservation of farmland promotes compact development in the urban areas designated for development allowing shorter travel distances and opportunities to use alternative modes of transportation.
RC OBJECTIVE B1.3	Balance the long term preservation of the County's agricultural resources with areas planned to accommodate urban growth within Cities and Community Districts, and prioritize the creation of Farmland Security Zone contracts on land outside the Blueprint Urban Growth Boundaries (refer to Figure RC-14) as defined by the Kings County Association of Governments to ensure long term preservation of the County's vital agricultural resources in areas not planned to accommodate future projected urban growth.	See RC GOAL B1
RC Policy B1.3.1	Restrict the creation of new Williamson Act or Farmland Security Zone Contracts on land within the Primary Sphere of Influence of any City or Community District as defined and adopted by LAFCo of Kings County.	This policy ensures that farmland is preserved only in locations that do not conflict with the long term development objectives for the County promoting compact development.
RC Policy B1.3.2	Require City review and approval of	See RC Policy B1.3.1



General Plan Policies with Air Quality Benefits

Goal/Policy No.	Goal/Policy	Policy Analysis
	any new Williamson Act or Farmland Security Zone Contract proposal within the Blueprint Urban Growth Boundary as defined by the Kings County Association of Governments for that city, excluding territory already located within the relevant Primary Sphere of Influence.	
RC Policy B1.3.3	Encourage landowners with property outside the Blueprint Urban Growth Boundary and identified as priority agricultural land to enter into a Farmland Security Zone contract.	This policy encourages farmland preservation at appropriate locations that promote compact development and prevent sprawl.
RC Policy B1.3.4	Consider, pursuant to requests from cities, filing a non-renewal on contracted land within a city's Primary Sphere of Influence (which has not been protested by that city) to accommodate growth according to the city's general plan.	See RC Policy B1.3.1
RC Policy B1.3.6	Private land owner initiated agriculture conservation easements shall be discouraged within the Primary Sphere of Influence of cities or community district, and Blueprint Urban Growth Boundaries so as to prevent future conflicts with planned orderly growth patterns.	See RC Policy B1.3.1
Resource Conservation Element: Soils		
RC GOAL C1	Encourage the conservation of soil resources that are critical to the long-term protection and sustainability of County's agricultural productivity and economy.	Kings County experiences air quality problems related to blowing dust during periods of high wind. Soil conservation practices can minimize the impact of blowing dust.
RC OBJECTIVE C1.1	Conserve prime agricultural soils, and avoid their conversion to non agricultural uses.	Protecting prime soils from conversion to non agricultural uses in areas not destined for development will help discourage sprawl and reduce travel distances. See also RC GOAL B1.
RC Policy C1.1.1	Apply one of the four Agriculture land use designations to areas with productive and potentially productive agricultural soils and grazing land.	Much of the land around Kings County cities and rural communities is prime agricultural land. Maintaining these areas under agricultural production can prevent sprawl and encourage



General Plan Policies with Air Quality Benefits

Goal/Policy No.	Goal/Policy	Policy Analysis
		compact development that produces less travel and related emissions.
RC Policy C1.1.2	Evaluate the effects of the loss of agricultural soils related to discretionary land use approvals for non-agricultural uses that are allowed in agriculturally zoned land.	A thorough evaluation process helps decision makers determine if a proposed land use approval is consistent with the relevant General Plan policies and objectives for protecting farmland.
RC GOAL C2	Encourage soil conservation and management practices that maintain the productivity of prime soils throughout the County.	Soil losses during high winds and during soil disturbing activities can result in fugitive dust emissions that may result in violation of the fine particulate matter (PM10) standards. Soil conservation programs can minimize soil loss and PM10 emissions.
RC OBJECTIVE C2.1	Maintain and enhance the agricultural productivity of soils through the application of best management practices for soil and sediments.	Best management practices that protect soil productivity also limit fugitive dust emissions and soil losses during periods of high winds and during soil disturbing activities.
RC Policy C2.1.1	Encourage farmers to participate in programs that reduce soil erosion and increase soil productivity. To this end, the County shall promote coordination with the Excelsior-Kings River Resource Conservation District, Tulare Lake Resource Conservation District, Natural Resources Conservation Service, UC Cooperative Extension, and other similar agencies and organizations.	Active participation in the programs available to reduce soil erosion and increase soil productivity increase the likelihood of success and encourage the rapid introduction of new more effective practices on a wide scale.
Resource Conservation Element: Energy		
RC OBJECTIVE G1.2	Promote the development of sustainable and renewable alternative energy sources, including wind, solar, hydroelectric and biomass energy.	Alternative energy sources such as solar and biomass reduce emissions of greenhouse gases and other pollutants.
RC Policy G1.2.1	Review proposed biomass energy projects through the conditional use permit process of the County Zoning Ordinance, and ensure that such projects meet all air quality requirements.	Biomass to energy projects are subject to SJVAPCD permits and will be required to implement Best Available Control Technology to minimize emissions.
RC Policy G1.2.2	Encourage and support efforts to develop commercial alternative energy sources in lower priority	This policy helps promote alternative energy projects while protecting prime farmland from



General Plan Policies with Air Quality Benefits

Goal/Policy No.	Goal/Policy	Policy Analysis
	agricultural lands within Kings County, when appropriately sited.	development.
RC Policy G1.2.3	Support the development and use of small-scale alternative energy sources that provide energy for individual homeowners and businesses.	Individual small scale projects provide alternatives for individuals and businesses in rural areas that may be too costly to serve by larger scale systems.
RC Policy G1.2.6	New noncommercial solar and wind energy systems in agricultural designations and solar energy systems in urban designations designed to provide electrical power to a single use or site shall be a permitted use requiring only "building permits".	Streamlined permitting of solar and wind energy systems in areas with low potential for other impacts related to the projects will help speed introduction of these clean technologies.
RC OBJECTIVE G1.3	Conserve energy to lower energy costs and improve air quality.	Conservation is often the lowest cost option for saving energy and reducing air quality impacts.
RC Policy G1.3.1	Encourage developers to be innovative in providing landscaping that modifies microclimates, thus reducing energy consumption.	Landscaping that provides shade and reduces temperatures also reduces emissions of evaporated fuel from parked vehicles and slows the rate of ozone formation. Reduced energy consumption reduces the requirements for burning fossil fuels for power generation.
RC Policy G1.3.2	Require new urban development to provide and maintain shade trees and other landscaping along streets and within parking areas to reduce radiation heating. However, solar access for solar panels shall not be blocked.	This policy recognizes that balance must be maintained between providing shade and protecting residents and businesses access to solar resources.
RC Policy G1.3.3	Participate, to the extent feasible, in local and State programs that strive to reduce the consumption of energy.	Numerous local and state programs and initiatives are underway or in development that promote energy conservation. Participation in these programs can often save in energy costs and encourage more rapid implementation of energy saving measures.
RC Policy G1.3.4	Coordinate with local utility providers to provide public education on energy conservation programs.	Local utility providers have substantial resources devoted to public education that can have even greater impact when coordinated with County programs.
Circulation Element		
C GOAL A1	A coordinated countywide circulation system that provides a	This goal promotes an efficient multi-modal transportation system



General Plan Policies with Air Quality Benefits

Goal/Policy No.	Goal/Policy	Policy Analysis
	variety of safe and efficient transportation alternatives and modes that interconnects Cities, Community Districts, and adjoining Cities in neighboring Counties, and meets the growing needs of residents, visitors and businesses.	that would minimize pollutant emissions.
C OBJECTIVE A1.1	Continue to facilitate County participation in regional transportation planning activities to enhance coordinated transportation investments that foster sustainable community growth	Coordinated transportation investments help target resources where they are most needed to prevent traffic congestion related emissions and to focus development where it can be supported most efficiently.
C Policy A1.1.1	The County shall participate and coordinate with the Kings County Association of Governments in working diligently towards compatible land use growth plans and transportation improvement plans.	Coordination with Kings County Association of Government (KCAAG) can help to focus transportation dollars to projects that are consistent with land use goals.
C Policy A1.1.2	Use Kings County Association of Governments' meetings and forums to explore and develop coordinated alternative transportation solutions and approaches to address the growing needs of the region.	Regional Transportation Plans prepared by KCAAG address long range conventional and alternative transportation options. Voicing support for alternative transportation increases the likelihood that these modes will be implemented to a greater extent.
C OBJECTIVE A1.2	Improve the quality of life of residents through Transportation projects that enhance environmental benefits relate to air quality, energy use, noise, and land use.	This objective places focus on environmental and energy factors in addition to the usual focus on the roads and highways and congestion relief.
C Policy A1.2.1	Coordinate land use planning with planned transportation facilities to make efficient use of the transportation system and reduce total vehicle miles traveled, vehicle emissions, and energy use through improved accessibility to schools, job centers, and commercial services.	This policy recognizes that land use planning is critical for achieving a transportation system that reduces vehicle miles traveled, emissions, and energy use by focusing development at appropriate locations.
C Policy A1.2.5	The County should where feasible purchase hybrid gasoline/electric or electric cars and trucks for the County fleet.	With implementation of this policy, the County can reduce emissions of its own fleet and demonstrate the feasibility of these vehicles to private fleet owners and the public.



General Plan Policies with Air Quality Benefits

Goal/Policy No.	Goal/Policy	Policy Analysis
C OBJECTIVE A1.3	Maintain an adequate Level of Service operation for County roadways and ensure proper maintenance occurs along critical routes for emergency response vehicles.	Roadways operating at deficient levels of service can produce higher emissions due to increased idling and stop and go operation.
C OBJECTIVE A1.1	Continue to facilitate County participation in regional transportation planning activities to enhance coordinated transportation investments that foster sustainable community growth	Coordinated transportation investments help target resources where they are most needed to prevent traffic congestion related emissions and to focus development where it can be supported most efficiently.
C Policy A1.1.1	The County shall participate and coordinate with the Kings County Association of Governments in working diligently towards compatible land use growth plans and transportation improvement plans.	Coordination with Kings County Association of Government (KCAG) can help to focus transportation dollars to projects that are consistent with land use goals.
C Policy A1.1.2	Use Kings County Association of Governments' meetings and forums to explore and develop coordinated alternative transportation solutions and approaches to address the growing needs of the region.	Regional Transportation Plans prepared by KCAG address long range conventional and alternative transportation options. Voicing support for alternative transportation increases the likelihood that these modes will be implemented to a greater extent.
C OBJECTIVE A1.2	Improve the quality of life of residents through Transportation projects that enhance environmental benefits relate to air quality, energy use, noise, and land use.	This objective places focus on environmental and energy factors in addition to the usual focus on the roads and highways and congestion relief.
C Policy A1.2.1	Coordinate land use planning with planned transportation facilities to make efficient use of the transportation system and reduce total vehicle miles traveled, vehicle emissions, and energy use through improved accessibility to schools, job centers, and commercial services.	This policy recognizes that land use planning is critical for achieving a transportation system that reduces vehicle miles traveled, emissions, and energy use by focusing development at appropriate locations.
C Policy A1.2.5	The County should where feasible purchase hybrid gasoline/electric or electric cars and trucks for the County fleet.	With implementation of this policy, the County can reduce emissions of its own fleet and demonstrate the feasibility of these vehicles to private fleet owners and the public.
C OBJECTIVE A1.3	Maintain an adequate Level of Service operation for County	Roadways operating at deficient levels of service can produce higher



General Plan Policies with Air Quality Benefits

Goal/Policy No.	Goal/Policy	Policy Analysis
	roadways and ensure proper maintenance occurs along critical routes for emergency response vehicles.	emissions due to increased idling and stop and go operation.
C OBJECTIVE A1.1	Continue to facilitate County participation in regional transportation planning activities to enhance coordinated transportation investments that foster sustainable community growth	Coordinated transportation investments help target resources where they are most needed to prevent traffic congestion related emissions and to focus development where it can be supported most efficiently.
C Policy B1.2.3	New mixed use development shall integrate pedestrian infrastructure that includes sidewalks, tree lined streets, and traffic calming crossings to balance both car and people use of neighborhood streets.	Well designed mixed use development allows for many trips to be made by walking instead of driving.
C GOAL C1	The County's regional transportation system integrates an efficient and coordinated goods and people moving network of Highways, Railroads, Public Transit, and Non-Motorized options that reduce overall fuel consumption and associated air emissions.	An efficient and coordinated system minimizes travel distances, delay, and unnecessary engine idling and associated emissions.
C OBJECTIVE C1.2	Ensure the continued operational effectiveness of rail lines throughout the County, and ensure the preservation of rail right-of-way for future transportation alternative use	Goods movement by rail produces much fewer pollutant emissions per mile than moving the same volume of material by truck. Abandoned rail rights-of-way can provide options for bicycle and pedestrian trails.
C Policy C1.2.1	Support continued operations of Amtrak, the San Joaquin Valley Railroad and Burlington Northern Santa Fe Railroad.	Passenger and freight rail can be more efficient for moving people and goods long distances and can produce fewer pollutant emissions.
C Policy C1.2.2	Preserve the east/west railroad corridor of the San Joaquin Valley Railroad for possible future use in alternative transportation options.	The east/west corridor provides the potential for future passenger rail service between Cities in Kings and Tulare Counties.
C Policy C1.2.3	Support Cross Valley Rail Corridor planning efforts to consider long term provision of freight and passenger rail service.	See Objective C1.2.
C OBJECTIVE C1.3	Promote Public Transit and vanpooling within the County urbanized areas to increase ridership and decrease traffic demand on County roadways.	Transit and vanpooling increase average vehicle ridership and reduce overall vehicle trips thereby reducing pollutant emissions.



General Plan Policies with Air Quality Benefits

Goal/Policy No.	Goal/Policy	Policy Analysis
C Policy C1.3.1	Coordinate with Caltrans and the Kings Area Rural Transit to plan for convenient publicly accessible public transit stops and park & ride sites	Multiple jurisdictions are responsible for providing transit service. Coordination is required to ensure the most efficient system operation.
C Policy C1.3.3	Centralize new development near public transit stops within Community Districts as identified in each respective Community Plan.	Providing development density near transit stops maximizes the number of people within walking distance of the stop and encourages transit use.
C Policy C1.3.4	Encourage and support the enhancement of transit and vanpool services as a transportation control measure to improve air quality.	Transit and vanpooling are key measures to reduce trips and miles traveled and improve air quality.
C Policy C1.3.5	Coordinate transit route and stops with other transportation modes as defined in each Community Plan.	Measures such as placing bicycle racks on buses can be coordinated with planning efforts that provide safe bicycle and pedestrian routes to the bus stops.
C OBJECTIVE C1.4	Integrate Non-Motorized transportation system alternatives into the layout of Community District plans to promote bicycling and walking as alternatives to the automobile, and interconnect those routes where practical into larger regional efforts with Cities.	Efforts to interconnect routes and to eliminate gaps in bicycle and pedestrian routes are critical to encouraging use of these modes.
C Policy C1.4.1	Identify and plan for pedestrian and bicycle pathways in strategic locations within Community Districts to connect residents to commercial businesses, community gathering places and educational facilities.	Focusing efforts to improve pedestrian and bicycle facilities on those areas likely to attract these modes most efficiently use resources.
C Policy C1.4.2	Integrate the Community Plan established bikeway routes into the Kings County Association of Government's Regional Bicycle Plan.	The Regional Bicycle Plan provides an existing framework for the location of routes and appropriate facility design.

Community Plan Policies with Air Quality Benefits

Armona Community Plan (ACP)

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	Compact communities are well suited for walking and bicycling due to shorter travel distances between land uses.
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General Plan Policies with Air Quality Benefits

Goal/Policy No.	Goal/Policy	Policy Analysis
	diverse population.	
ACP OBJECTIVE 2A.1	Residential development shall be designed to remain walkable and integrated with adjacent neighborhoods.	Walkable, integrated neighborhoods maintain connections that encourage walking and bicycling.
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	The design of new development and the connections with existing development are critical for maintaining and improving the use of alternative modes.
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.	Ensuring that development occurs in a logical and efficient manner promotes compact growth and shorter trip lengths.
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.	Protecting farmland helps to focus development in the existing community promoting compact development.
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.	Mixed use development increases walkability by providing uses in close proximity and by creating an environment where activity occurs throughout the day and evening.
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.	Strategic location of high density development maximizes the number of residents within walking distance of frequently accessed uses.
ACP OBJECTIVE 2A.4	Establish a mix of single family residential lot sizes and building	Traditional neighborhood designs provide direct pedestrian



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Goal/Policy No.	Goal/Policy	Policy Analysis
	square footages within new single family residential neighborhoods to diversify the economic makeup of the community while maintaining small town traditional neighborhoods.	connections and scale that encourages walking.
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.	See ACP Policy 2A.3.4.
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.	Increased density encouraged by this policy produces lower vehicle miles traveled.
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.	A favorable jobs/housing balance reduces the average commuting distance for community residents.
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.	See ACP Policy 2A.3.1.
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.	See ACP Policy 2A.3.1
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.	Design guidelines that require pedestrian orientation and infrastructure encourage walking and reduce vehicle trips.



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Goal/Policy No.	Goal/Policy	Policy Analysis
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.	The design features listed for this policy enhance the pedestrian environment and encourage walking.
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.	Open space can promote compact development and provide a walkable destination from residential parts of the community.
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.	See ACP Policy 2A.2.3.
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.	Agricultural zoning is an important tool for minimizing premature development of farmland and maintaining a compact community form.
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.	Agricultural mitigation measures provide additional incentive for maintaining a compact community form.
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.	Centralized locations for community facilities minimizes travel distances and promotes compact development.
ACP GOAL 3B	Armona's built environment provides enhanced community resident connectivity to outdoor recreational open space and physical activities.	This goal recognizes that infrastructure built to connect public facilities is also needed to encourage access by walking and bicycling.
ACP OBJECTIVE 3B.1	Establish and enhance the safety of	Safety is a critical factor in the



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Goal/Policy No.	Goal/Policy	Policy Analysis
	pedestrian, school children, and bicycling connection routes that link residential areas to commercial, open space and recreational uses.	success of efforts to promote walking and bicycling.
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.	By requiring new development to include pedestrian and bicycle infrastructure, new growth areas will be connected to the existing destinations in the community that attract walking and bicycle trips.
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.	See ACP OBJECTIVE 3B.1.
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.	Pathways along canals and waterways can provide direct routes separated from vehicle traffic that encourage walking and bicycling.
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".	A well connected traditional neighborhood design encourages walking and bicycling to community destinations.
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.	See ACP OBJECTIVE 4A.3.
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.	Development standards help ensure that projects are designed to encourage pedestrian use.
ACP Policy 4B.3.1	Establish alternative transportation options that connect residents to the new College of the Sequoias campus along 13 th Avenue and adjacent regional commercial job centers in Hanford.	Alternative transportation is most effective when it connects heavily used destinations such as schools and employment centers with residences.
ACP GOAL 6A	The Armona circulation system enhances community connectivity and multi-modal transportation	This goal states Kings County's and the community of Armona's support for alternative modes of



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	options that accommodate pedestrians, bicycling, public transit, and motor vehicles, while establishing safe non-motorized access to job centers, school sites and community services.	transportation.
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.	See ACP Policy 2A.1.1
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 14 th Avenue and Hanford Armona Road.	See ACP Policy 2A.1.1
ACP OBJECTIVE 6A.2	Enhance pedestrian and bicycle access and safety through the use of Traffic Calming Street Design Measures.	Traffic calming reduces vehicle speed which enhances pedestrian and bicycle safety.
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.	See ACP Policy 4A.3.2.
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.	See ACP OBJECTIVE 6A.2.
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.	See ACP OBJECTIVE 6A.2.
ACP OBJECTIVE 6A.3	Establish alternative transportation travel opportunities to adjacent areas of employment while reducing dependence upon motor	See ACP Policy 4B.3.1.



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Goal/Policy No.	Goal/Policy	Policy Analysis
	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.	Providing a complete bicycle/pedestrian pathway between Armona and highly used destinations in Hanford will eliminate unsafe segments that limit the feasibility of alternative modes of transportation.
ACP Policy 6A.3.3	Coordinate with KART to establish key locations and facilities within the community for residents to access public transit services.	Transit use declines with the distance to the nearest bus stop.
ACP OBJECTIVE 6A.5	Establish pedestrian and bicycling connection routes that link residential, commercial, open space and recreational uses.	See ACP Policy 2A.1.1.
ACP Policy 6A.5.1	Plan for the complete connectivity of sidewalks along 14 th Avenue and Front Street, and seek funding to construct prioritized missing segments.	Complete sidewalk connectivity encourages walking because people may consider areas without sidewalks to be hazardous and it may be difficult for some to walk on uneven surfaces..
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.	See ACP Policy 2A.1.1.
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.	Traditional downtown development tends to provide more convenient access to shops and services for pedestrians.
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.	Traffic calming enhances safety for pedestrians and bicyclists thereby increasing use of these alternative modes.
ACP Policy 6B.1.1	Establish a Community Downtown Street Design that integrates diagonal parking and pedestrian bulb outs to enhance downtown aesthetics.	Pedestrian bulb outs are commonly used to create pedestrian friendly street crossings to encourage walking.
ACP Policy 6B.1.2	Amend the Zoning Ordinance to	Shared parking allows less land to



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Goal/Policy No.	Goal/Policy	Policy Analysis
	allow shared parking for mixed use businesses where parking demands do not overlap.	be devoted to parking and increases density and walkability.
ACP Policy 6B.1.3	New Mixed Use development shall install bicycle parking into the site and/or building design.	Providing bicycle parking is a critical factor in encouraging bicycle use for shopping and work.
ACP GOAL 6C	Residential streets create traditional neighborhood connectivity and access to centralized community areas.	See ACP OBJECTIVE 2A.4.
ACP OBJECTIVE 6C.1	Implement residential streets and infrastructure that provide the necessary improvements and settings for the community desired neighborhood streetscape and safety.	A neighborhood oriented streetscape will encourage walking and bicycling.
ACP Policy 6C.1.1	New residential development shall be developed according to the Community Street Design Standards.	Design standards help ensure that new development is consistent with the goal of having traditional neighborhood connectivity.
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 policy identifies a specific location suitable for a pedestrian pathway.
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.	The measures listed encourage walking and reduce related mobile source emissions.
ACP Policy 6C.1.4	Implement crosswalks and pedestrian crossing signs at suitable locations along busy roadways.	Measures to increase pedestrian safety will encourage additional walking trips.
ACP Policy 6C.1.5	Community street design shall integrate short street frontage for buildings.	A short street frontage improves the pedestrian orientation of the streetscape.
ACP GOAL 6D	Increase public transportation accessibility for residents and workers within the Community.	Increased accessibility to public transportation is expected to increase ridership and reduce vehicle miles traveled.
ACP OBJECTIVE 6D.1	Enhance residents' accessibility to public transportation options.	See ACP GOAL 6D.
ACP Policy 6D.1.1	The Kings Area Rural Transit (KART) routes should be reviewed	Periodic review of routes and scheduling to match residents'



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	and coordinated to better accommodate the mass transit needs of Armona residents.	needs will increase transit use.
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.	Programs that increase average vehicle ridership such as van pools reduce trips and vehicle miles traveled.
ACP GOAL 7C	Establish safe routes for pedestrians within the community with sufficient connectivity and visibility that promotes walkable neighborhoods.	Walkable neighborhoods reduce vehicle trips and miles traveled and improve air quality.
ACP OBJECTIVE 7C.1	Provide complete streets within Armona providing well-maintained walkways, trails, bike paths and roadways which encourage walkability.	Actions listed for this objective will encourage walking and reduce vehicle trips and miles traveled.
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.	Wide sidewalks allow two people to walk comfortably side by side. Buffers from the street increase comfort and safety for pedestrians.
ACP Policy 7C.1.2	Pedestrian and bicycle pathways shall be designed to remain visible to the public and accessible by emergency response personnel.	Visibility is important to provide a sense of safety and to promote greater use of pathways.
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.	See ACP Policy 6C.1.4.
ACP Policy 7C.1.4	Construction of barriers to the pedestrian circulation system shall be prevented.	Barriers can cause pedestrians to walk longer distances to access nearby destinations thereby discouraging walking.
ACP GOAL 8A	Protect prime agricultural land from untimely conversion and un-orderly urban growth.	Protecting prime agricultural land promotes compact development and shorter trip lengths.
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.	Orderly, incremental expansion promotes compact development and shorter trips lengths.
ACP Policy 8A.1.1	New residential development within the community shall avoid or preserve surrounding local	Natural and open space areas can help focus development in existing urban areas promoting compact



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	waterways, sensitive habitat, and open space areas.	development as long as development beyond the open space is not needed to accommodate growth.
ACP Policy 8A.1.2	Encourage infill development and compact growth for the North Expansion Area that is planned for residential and commercial development.	Compact development and infill provide shorter trip lengths and enhance the pedestrian environment.
ACP Policy 8A.1.4	Residential growth beyond the primary sphere of influence shall be discouraged until such time as a comprehensive analysis has been done to determine the need for and extent of additional growth.	Preventing premature development promotes compact development.
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.	Keeping farmland under production until needed by the community encourages compact development and infill.
ACP GOAL 8C	New growth and development within Armona contribute toward the Countywide effort to reduce air quality impacts and greenhouse gas emissions.	This goal states the County's commitment to reducing air quality and greenhouse gas emissions from new development.
ACP OBJECTIVE 8C.1	Community improvements and new development in Armona reduce air emissions and impacts.	Improvement and development projects will be required to mitigate their emissions to the extent feasible.
ACP Policy 8C.1.1	The County shall work to improve the public's understanding of the land use, transportation, and air quality link.	Public education is important to gain support for infill and compact development.
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.	Progress in improving air quality in Kings County will require efforts from all economic sectors and those responsible for all sources of pollution.
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.	Careful consideration of potential land use conflicts due to toxic and hazardous emissions and odors from these sources will minimize potential impacts on residents.
ACP Policy 8C.1.4	The County shall work with the	SJVAPCD Regulation VIII –



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	SJVUAPCD to reduce particulate emissions from construction, grading, excavation, and demolition to the maximum extent feasible.	Fugitive Dust Prohibitions requires actions to prevent and control fugitive dust from construction activities. The County can help by reporting trackout of soil onto public roads and heavy concentrations of dust entrained by equipment at construction sites to the SJVAPCD.
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.	Park and ride lots provide convenient meeting points for carpoolers and vanpool users, increasing average vehicle ridership and reducing vehicle trips.
Kettleman City Community Plan (KCCP)		
KCCP GOAL 2A	New Kettleman City residential growth shall consist of higher densities that provide a variety of quality housing types and affordability ranges. New developments shall also serve to reinvest in the community's existing infrastructure, and be designed as an integral part of a walkable community with pedestrian connectivity to commercial, residential and recreational destinations.	A compact walkable community will reduce vehicle trips and miles traveled and related air pollution impacts.
KCCP OBJECTIVE 2A.1	Ensure orderly development of new residential areas in a manner that minimizes infrastructure investment, ensures adequate services, and avoids premature conversion of prime farmland.	Orderly, incremental development is more compact and promotes a walkable community with shorter trip lengths.
KCCP Policy 2A.1.1	Residential development shall occur according to a phased growth plan.	See KCCP OBJECTIVE 2A.1
KCCP Policy 2A.1. 2	Residential growth should avoid development of prime agricultural lands, and those protected under a "Williamson" Act or Farmland Security Zone Contract.	Protecting prime farmland can encourage compact development as long as it doesn't result in development farther from community to avoid the prime farmland.
KCCP Policy 2A.1.3	Residential expansion shall occur in three phases of succession, and at least 60 percent of a prior phase is required to be built out or have development improvements constructed before the next phase may begin development.	This policy provides a mechanism to ensure that development occurs in an orderly and incremental manner.



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Goal/Policy No.	Goal/Policy	Policy Analysis
KCCP Policy 2A.1.4	Residential neighborhoods shall be designed to remain walkable and provide on average a 10 minute walking distance from the new Downtown center proposed south of the County Fire Station.	By maintaining short walking distances, more people will be capable of traveling on foot instead of driving; thereby reducing trips and miles traveled and related emissions.
KCCP OBJECTIVE 2A.2	Establish Higher Density Compact Residential Areas that are more affordable to residents and include a new single family residential zone district with a minimum 3,000 square foot lot size that is unique to Kettleman City only.	Smaller lot sizes create more compact neighborhoods with shorter walking and driving distances to frequently used destinations.
KCCP Policy 2A.2.1	Medium High Density residential land shall be designated in new residential growth areas to direct compact residential development with smaller scale and more affordable home sites.	See KCCP OBJECTIVE 2A.2.
KCCP Policy 2A.2.2	A new single family residential zone district with 3,000 square foot minimum parcel size shall be established by ordinance that is compatible within the Medium High Density Residential land use designation, and allows 10 units per acre with a maximum dwelling size of 2,500 square feet. The new zone shall also require a minimum width of 25 feet for an interior lot, 30 feet for corner lot, and 70 foot depth. A minimum 15 foot front yard is also required.	See KCCP OBJECTIVE 2A.2
KCCP OBJECTIVE 2A.3	Multi-Family Residential within Kettleman City shall be used more efficiently and encourage new development with increased density allowance.	Locating multi-family development near to frequently accessed services maximizes the number of people within walking and bicycling distance.
KCCP Policy 2A.3.1	Multi-Family Zone Districts within Kettleman City shall have a minimum density requirement of 2,400 square feet per dwelling unit for RM-3, 1,600 square foot minimum for RM-2, and a 1,200 square foot minimum for RM-1.5.	Development density standards ensure that projects are built in locations that take advantage of amenities and infrastructure that encourages walking and bicycling.
KCCP Policy 2A.3.2	Multi-Family Zone Districts within Kettleman City shall have a maximum floor area ratio of 50% for RM-3, 60% for RM-2, and 70% for RM-1.5.	See KCCP Policy 2A.3.1.



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Goal/Policy No.	Goal/Policy	Policy Analysis
KCCP Policy 2A.3.3	An additional density bonus may be considered for condominium and apartment units targeted to low and moderate income households.	Density bonuses are a good tool for encouraging increased density and compact development.
KCCP GOAL 2B	Kettleman City's commercial areas serve the local needs of community residents through a new downtown commercial area, and regional needs of highway travelers at the highway commercial area. New commercial growth provides long term economic vitality for the community, reinvests in and revitalizes the community, and seeks to enhance a job/housing balance for the community.	Local commercial services and jobs minimize travel for these purposes and reduce related vehicle emissions.
KCCP OBJECTIVE 2B.1	Provide centrally located areas for economic growth and development that is compatible with the community vision and serves to enhance the Redevelopment Area tax base for the community while also increasing the jobs/housing balance for Kettleman City.	See KCCP GOAL 2B
KCCP Policy 2B.1.1	Integrate Downtown Mixed Use into the Zoning Ordinance that is made up of Rural Commercial and Multi-Family Residential combined zoning.	Mixed use development allows people to live near to jobs and commercial services and reduces travel related emissions.
KCCP OBJECTIVE 2B.2	Establish a new Downtown Commercial Area made up of mixed commercial and residential use that serves as the new town center for the Kettleman City community and is visually demonstrative of a town center to travelers along Highway 41.	See KCCP Policy 2B.1.1
KCCP Policy 2B.2.1	The 8.5 acre area immediately south of the County Fire Station and west of State Highway 41 shall be established as the Downtown Mixed Use core area for the community.	Designating specific sites for mixed use will help ensure that appropriate uses are constructed at appropriate locations for creating a pedestrian friendly environment.
KCCP Policy 2B.2.1	Establish a Downtown Design Guideline that works to promote urban design, traditional downtown architecture, facades, signs, landscaping and coordinated earth-tone color scheme.	Design guidelines are important tools for ensuring that development achieves the community objectives.
KCCP Policy 2B.1.2	Require new development within	Short setbacks and pedestrian



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	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.	amenities are critical for creating a strong pedestrian environment.
KCCP GOAL 3A	Community areas of open space are maintained and expanded upon to meet the needs of existing residents and future growth within a compact community.	Appropriate placement of open space will encourage compact, walkable development.
KCCP OBJECTIVE 3A.1	Establish an Agricultural-Open Space Buffer that serves to protect residents, enhance pedestrian walkability, and provide access to recreational areas.	Agricultural buffers help to minimize land use conflicts from odors and agricultural chemical use. Conflicts can lead to premature farmland conversion and conflicts with compact development goals.
KCCP Policy 3A.1.1	New Development within Phase Area A shall provide for the establishment of a 100 foot buffer along the northwest edge of Phase Area A-1, A-3, and a .33 acre portion of the 3/4 acre community park located in Phase Area A-3. The 50 foot width along the outside community edge shall be used for a tree lined open space corridor with pedestrian trail and trees spaced 15-25 feet. The interior 50 foot width shall provide a perimeter roadway for residential access and should include aesthetic landscaping.	A landscaped pedestrian trail and buffer area will encourage walking and provide a logical edge for future development.
KCCP Policy 3A.1.2	New Development within Phase Area B shall provide for the establishment of a 100 foot buffer along the west and north edge of Phase Area B-1 and a .42 acre portion of the 3/4 acre community park located in Phase Area B-1. The 50 foot width along the outside community edge shall be used for a tree lined open space corridor with pedestrian trail and trees spaced 15-25 feet. The interior 50 foot width shall provide a perimeter roadway for residential access and should include aesthetic landscaping.	See KCCP Policy 3A.1.1.
KCCP Policy 3A.1.3	New Development within Phase	See KCCP Policy 3A.1.1.



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Goal/Policy No.	Goal/Policy	Policy Analysis
	Area C shall provide for the establishment of a 100 foot buffer along the north and northeast edge of Phase Area C-2 and a 1 acre community park. The 50 foot width along the outside community edge shall be used for a tree lined open space corridor with pedestrian trail and trees spaced 15-25 feet. The interior 50 foot width shall provide a perimeter roadway for residential access and should include aesthetic landscaping.	
KCCP GOAL 3B	Enhance community connectivity to encourage pedestrian outdoor use of open space and increase outdoor physical activity.	Connectivity is a critical factor for encouraging pedestrian travel.
KCCP OBJECTIVE 3B.1	Establish pedestrian and bicycling connectivity routes that link residential, commercial, open space and recreational uses.	Linking frequently used destinations such as commercial, open space and recreational uses enhances pedestrian and bicycle travel.
KCCP Policy 3B.1.1	Require walkable infrastructure such as sidewalks and bike paths to be included in all new growth areas and connect to existing developed areas.	Providing connected, walkable infrastructure and bike paths is critical for encouraging the use of these travel modes. Incomplete segments prevent most people from choosing these modes due to safety concerns.
KCCP OBJECTIVE 4A.3	Establish compact development neighborhoods that interconnect with the Downtown Commercial Area and open space areas to create a "Sense of Place" within the community.	See KCCP GOAL 3B and KCCP OBJECTIVE 3B.1.
KCCP Policy 4A.3.1	New residential development shall integrate pedestrian friendly environments to include features that are representative of small town communities, such as planting strips, trees, sidewalks and curb designs that serve to enhance the streetscape of neighborhoods.	An inviting streetscape and pedestrian friendly environment encourage walking and bicycling.
KCCP 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.	Development standards are key tools used to ensure that new projects are consistent with Community goals and objectives to become more pedestrian friendly.
KCCP Policy 4B.2.3	Allow small business lots within the Downtown Commercial Area to	Mixed use development maximizes the number of people within



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	develop as mixed use with businesses on the lower level and housing or offices on the second story.	walking distance of commercial uses and increases activity 24 hours a day.
KCCP Policy 5C.1.2	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.	Sidewalks are an important component of a pedestrian oriented environment.
KCCP GOAL 6A	The Kettleman City circulation system adequately serves a diverse transportation system that accommodates pedestrians, bicycling, public transit, and motorists.	Designing the circulation system to accommodate all modes is key element to reducing trips and miles traveled with walking, bicycling, and transit.
KCCP 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.	A well connected grid system provides the shortest distance for all types of trips due to the direct connections.
KCCP Policy 6A.1.2	Establish a grid street pattern for new growth areas to enhance traffic flow through the entire community and channel traffic to key intersections along Highway 41.	See KCCP OBJECTIVE 6A.1.
KCCP OBJECTIVE 6A.2	Enhance pedestrian and bicycle access and safety through the use of Traffic Calming Street Design Measures.	Traffic calming improves pedestrian and bicycle safety encouraging greater use of these modes of travel.
KCCP 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.	Design standards are an important tool for creating a pedestrian oriented environment.
KCCP 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.	Trips by parents transporting children to and from schools are a significant source of pollution. Safe routes increase parent's confidence in allowing their children to walk to school.



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KCCP Policy 6A.2.3	Integrate traffic calming street designs into the construction of new community streets where feasible to maximize traffic circulation and promote speed reduction in residential areas, commercial areas, and along parkways.	See KCCP OBJECTIVE 6A.2.
KCCP OBJECTIVE 6A.3	Provide maximum connectivity for motorists, pedestrians and bicyclists throughout the planning area.	See KCCP GOAL 3B.
KCCP Policy 6A.3.1	Enhance multi-modal street connectivity to increase resident accessibility throughout the community and to the Downtown Commercial Area.	Incomplete sidewalk coverage and bicycle routes are key impediments to increasing walking and bicycling. Connections to downtown commercial will increase vitality and encourage additional use alternative modes.
KCCP Policy 6A.3.2	Establish Multi-use Bicycle/pedestrian pathways in new growth areas unless non-motorized uses are prohibited or there is no identifiable need now and in the future.	Multi-use pathways can create a sense of safety that encourages some to walk and bike that would otherwise not consider these options.
KCCP Policy 6A.3.3	Plan for a Multi-use Bicycle/pedestrian pathway extending from Ninth Street to the Highway Commercial Area.	Identifying specific locations for bicycle and pedestrian facilities that connect uses with high potential for these modes will focus resources for maximum benefit.
KCCP GOAL 6B	Create a new Downtown Commercial Area with a circulation system that has a look and feel of traditional historic downtown streetscapes.	Historic and traditional streetscapes tend to encourage walking and create a pedestrian oriented environment.
KCCP OBJECTIVE 6B.1	Establish a new Downtown Commercial Area with a downtown circulation system that integrates traditional downtown "Pedestrian Friendly" design while also accommodating other transportation modes.	See KCCP GOAL 6B.
KCCP Policy 6B.1.1	The Downtown Commercial Area shall integrate a "Community Entryway" street along the south end of the central plaza, and "Community Downtown" streets along the west and north edges of the plaza.	Providing identifiable entryways enhances a sense of place in a community and can help improve the pedestrian environment.
KCCP Policy 6B.1.2	Amend the Zoning Ordinance to	Minimizing the area devoted to



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Goal/Policy No.	Goal/Policy	Policy Analysis
	allow shared parking for mixed use businesses where parking demands do not overlap.	parking helps create compact development and enhances the pedestrian environment.
KCCP Policy 6B.1.3	New commercial development shall install bicycle parking into the site and/or building design.	Bicycle parking is a critical element in people's decision to use this mode for shopping and work trips.
KCCP GOAL 6C	Build streets that create a neighborhood feel within the Residential Area of the community.	Streets with a neighborhood feel encourage walking.
KCCP OBJECTIVE 6C.1	Implement residential streets and infrastructure that provide the necessary improvements and settings for the community desired neighborhood streetscape and safety.	Providing complete infrastructure and improvements are critical for achieving a walkable neighborhood streetscape.
KCCP Policy 6C.1.1	New residential development within the Residential Phased Growth Areas shall be developed according to the Community Street Design Standards.	Street design standards help ensure that individual projects are consistent with the goals and objectives of the plan.
KCCP Policy 6C.1.2	Enhance pedestrian infrastructure by requiring sidewalks, tree lined streets, and traffic calming crossings to balance both car and people use the neighborhood streets.	Design features that make the pedestrian experience more comfortable increase walking and reduce vehicle trips and related emissions.
KCCP Policy 6C.1.3	Community street design shall integrate short street frontage for buildings.	A short street frontage is a key design element of a pedestrian oriented downtown.
KCCP GOAL 6D	Facilitate managed Highway traffic flows and improved safety for motorists and pedestrians.	Safety is a critical factor for encouraging people to walk and bicycle.
KCCP OBJECTIVE 6D.1	Enhance the Highway 41 corridor to allow safe and efficient traffic flows while also providing neighborhood street accessibility and accommodating the Community's need for heightened pedestrian safety at key highway crossings.	See KCCP GOAL 6D.
KCCP Policy 6D.1.1	Pursue design alternatives with Caltrans for the State Highway 41 right of way at the General Petroleum Avenue/State Highway 41 intersection within the Residential Area to increase safety for Elementary School children and other pedestrians crossing the highway.	See KCCP GOAL 6D and KCCP Policy 6A.2.2.
KCCP GOAL 6E	Increase public transportation	Maximizing transit access provides



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	accessibility for residents and workers within the Community.	opportunities for increasing transit use in underserved communities.
KCCP OBJECTIVE 6E.1	Enhance residents' accessibility to public transportation options.	See KCCP GOAL 6E.
KCCP Policy 6E.1.1	The Kings Area Rapid Transit (KART) routes should be reviewed and coordinated to better accommodate the mass transit needs of Kettleman City residents.	Careful attention to drop off and pick up points can increase ridership. Coordination of the schedule with the needs of the population increases efficiency and ridership.
KCCP Policy 6E.1.2	Seek to install a permanent shelter at the current bus stop located at the corner of General Petroleum and Becky Pease Street or within the new Downtown Commercial Area Plaza.	Transit infrastructure such as shelters improve the experience and comfort of the system users and increase ridership.
KCCP Policy 6E.1.3	The AITS Program and other car or van pooling programs should be promoted within the community to encourage Kettleman City resident's participation in these programs.	Increasing public awareness of existing services can increase transit ridership.
KCCP GOAL 7C	Establish safe routes for pedestrians within the community. Safety features should be implemented along critical pedestrian crossings with the State Highway 41 crossing at General Petroleum Avenue made a priority.	See KCCP GOAL 6D.
KCCP Policy 7C.1.1	Secure funding through the Kings County Association of Governments, Caltrans or other grant funds to install traffic calming or other safety features at State Highway 41 and General Petroleum Avenue.	The persistent pursuit of funding from all sources will be required to construct necessary infrastructure to create a pedestrian friendly environment.
KCCP GOAL 8A	Protect prime agricultural land from untimely conversion and unorderly urban growth.	Protecting prime agricultural land promotes compact development and shorter trip lengths.
KCCP OBJECTIVE 8A.1	Preserve prime farmland not needed to accommodate planned urban area growth, and allow agricultural practices to continue in phased growth areas until such time as development is ready to proceed.	Keeping farmland under production until needed by the community encourages compact development and infill.
KCCP Policy 8A.1.1	Encourage infill development and compact growth for all new areas planned for residential and commercial development.	Compact development and infill provide shorter trip lengths and enhance the pedestrian environment.



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KCCP Policy 8A.1.2	Residential growth beyond the Phased New Growth Areas 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.	See KCCP Policy 8A.1.1.
KCCP Policy 8A.1.3	Amend the County's Zoning Ordinance to specifically allow the continued agricultural farming practices on properties within the Kettleman City Community Plan Growth Phases until such time as development applications have been approved by the County.	Keeping farmland under production until needed by the community encourages compact development and infill.
KCCP GOAL 8C	Achieve attainment of Federal and State Ambient Air Quality Standards within the community.	This goal states the County's commitment to reducing air quality emissions from new development.
KCCP OBJECTIVE 8C.1	Monitor air quality within the community and build improvements in the community to reduce air emissions and impacts.	Monitoring air quality is critical for identifying the scope of the problem and progress toward addressing the problem.
KCCP Policy 8C.1.1	Require all new development in the Phased Growth Areas to plant trees along the Agricultural Buffers as defined in the Kettleman City Community Plan.	Pesticides are used on agricultural fields around Kettleman City and therefore present agriculture related air pollutants. Tree belts can effectively be used to help screen some of these pollutants and dust from residential areas and thereby reduce the agriculture related air impacts experienced by residents.
KCCP 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.	Emission reduction efforts implemented at the project level such as project design, energy conservation, pedestrian and bicycle infrastructure, and support for transit service can make a significant contribution to addressing air quality impacts.
KCCP Policy 8C.1.3	Encourage Kettleman City CSD to partner with Waste Management's Chemical Waste Management facility to use the Facility's portable air quality monitor air quality within the community once per month.	This policy provides a cost-effective mechanism to obtain air quality monitoring data in the community.
Stratford Community Plan		
SCP GOAL 2A	New residential growth reinforces	A compact walkable community



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	Stratford's desire to remain a compact small town community while also building sustainable quality neighborhoods that meet the growing needs of the Community's diverse population.	will reduce vehicle trips and miles traveled and related air pollution impacts.
SCP OBJECTIVE 2A.1	Residential development shall be designed to remain walkable and integrated with adjacent neighborhoods.	See SCP GOAL 2A.
SCP 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 connections are critical for increasing the ability of community residents to travel by walking and bicycling.
SCP Policy 2A.1.2	New residential growth shall remain directed east of State Route 41 to keep growth centralized around the existing community and prevent development from crossing over the highway.	Highways provide major barriers to pedestrian travel. Focusing development in areas without such barriers will enhance the community's walkability.
SCP OBJECTIVE 2A.3	Multi-Family Residential designated land within the Stratford Community Plan area enhances the diversity of housing options available within the community and remains centrally located near public facilities and commercial services.	Strategic location of high density development maximizes the number of residents within walking distance.
SCP Policy 2A.3.1	Multi-Family Residential designated land within the existing community shall remain concentrated along the northeast and southwest edges of Main Street to remain centrally located and within short walking distance to Stratford's downtown.	See SCP OBJECTIVE 2A.3
SCP Policy 2A.3.2	Alternative housing options such as apartments, townhomes, duplexes, and triplexes should be considered for development within the Multi-Family Residential designated areas to increase housing diversification within the Stratford community.	Allowing multiple options in high density areas can help encourage a variety of developers to enter the market and develop the area more rapidly.
SCP Policy 2A.4.3	New residential growth within the expansion area shall seamlessly connect new development with the	See SCP Policy 2A.1.1.



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	existing community and integrate pedestrian connections and common design guidelines.	
SCP Policy 2A.4.6	Higher Density residential uses shall be centrally located next to Mixed Use areas within the Community Expansion Area.	Strategically locating high density uses near frequently accessed commercial uses encourages walking and bicycling.
SCP GOAL 2B	Stratford's commercial and industrial areas are enhanced and expanded in an efficient manner to increase the jobs/housing balance and meet the needs of local residents and visitors.	Providing jobs for local residents reduces trip lengths related to commuting.
SCP OBJECTIVE 2B.1	Establish the Downtown Commercial Area of Stratford as a Downtown Mixed Use core for the community in a manner that encourages private investment, revitalization and visual distinction.	Mixed use development allows people to live near jobs and commercial services and reduces travel related emissions.
SCP Policy 2B.1.1	The Downtown Mixed Use designated area shall allow a mix of business, office and housing uses within common building structures.	See SCP OBJECTIVE 2B.1.
SCP Policy 2B.1.2	Mixed Use designated land within the Downtown Mixed Use Area shall be required to integrate a balanced mix of residential and commercial uses.	See SCP OBJECTIVE 2B.1.
SCP Policy 2B.3.1	Light Industrial and Heavy Industrial land use shall be designated near the State Route 41 corridor and Transportation Commercial area, located between 6th Avenue and Lincoln Avenue, and west of 20 ½ Avenue.	Separating industrial land uses from residential development reduces potential land use conflicts related to toxic emissions and odors.
SCP OBJECTIVE 2B.4	New commercial and Mixed Use growth within the Community Expansion Area establishes a second community core area that enhances the overall community and capitalizes on the community's frontage along the Stratford Canal.	Focusing development near amenities helps create a vibrant, walkable environment.
SCP Policy 2B.4.1	Reserve Mixed Use distribution within the Community Expansion Area may be revised or adjusted through a Specific Plan, however, the layout of a new community core area of Mixed Use shall integrate vertical Mixed Use and remain	Mixed uses, when well connected to the existing community, maximizes pedestrian and bicycle access and shorter vehicle trips.



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	centrally tied to the existing community.	
SCP Policy 2B.4.3	Develop a Parking Plan for the Reserve Mixed Use Area to allow compact Mixed Use development to occur in greater density by alleviating typical parking requirements while still providing for adequate customer parking.	Shared parking is important for maintaining a walkable commercial district by minimizing the amount of space devoted to parking, creating activity after hours, and shortening walking distances from parking lots to commercial uses.
SCP Policy 2B.4.4	Require new development within the Reserve Mixed Use Area 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 European or Basque motif.	The design features listed for this policy enhance the pedestrian environment and encourage walking.
SCP Policy 3A.1.2	Require new residential development to establish an ongoing funding mechanism to support the long term maintenance of the new neighborhood park and connective pathways along open space corridors.	Adequate maintenance is necessary for the long term use of connective pathways by pedestrians and bicyclists.
SCP GOAL 3B	Stratford's built environment provides enhanced community resident connectivity to outdoor recreational open space and physical activities.	Open space and recreational facilities are frequent destinations that can be accessed by walking and bicycling when good connections are provided with the community.
SCP 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.	Linking frequently used destinations such as commercial, open space, and recreational uses enhances pedestrian and bicycle travel.
SCP Policy 3B.1.1	New development shall integrate pedestrian and bicycle pathways that connect residents to community parks, community gathering places, and school sites.	Providing connected, walkable infrastructure and bike paths is critical for encouraging the use of these travel modes. Incomplete segments prevent most people from choosing these modes due to safety concerns.
SCP Policy 3B.1.2	Open space land along riparian corridors and canals shall be preserved and pathways should be integrated to enhance the overall connectivity of the Community.	Pathways along canals and waterways can provide direct routes separated from vehicle traffic that encourage walking and bicycling.
SCP Policy 3B.1.3	Open Space buffers shall be	Use of buffers is recommended by



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	integrated along community edges to increase separation of residences from industrial uses and wastewater treatment processing, and increase community integration with pedestrian trail amenities.	the California Air Resources Board (ARB) in its Land Use Handbook to minimize impacts from sources of toxic emissions.
SCP Policy 3B.1.4	Community accessibility along 20 ½ Avenue south of 6th Street should be enhanced to increase safe pedestrian and bicyclist connection to the Empire Pool.	Identifying specific locations that need pedestrian and bicycle improvements focuses resources to solve existing barriers to use of these modes.
SCP Policy 4A.4.2	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.	An inviting streetscape and pedestrian friendly environment encourage walking and bicycling.
SCP Policy 4A.4.3	New residential development standards shall be adopted into the zoning ordinance which details the type and scale of pedestrian amenities to be provided within Stratford.	Development standards are key tools used to ensure that new projects are consistent with Community goals and objectives to become more pedestrian friendly.
SCP Policy 4B.1.3	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.	Infill development promotes compact development and improves the mix of development within walking distance.
SCP Policy 4B.2.1	Establish alternative transportation options that connect residents to the Westhills College-Lemoore campus located seven miles northwest of the Community.	Alternative transportation programs targeted at large attractions like college campuses focus resources where the most benefits will be obtained.
SCP GOAL 6A	The Stratford circulation system establishes enhanced connectivity within the community and along State Route 41, providing safe options for automobile and nonmotorized accessibility to employment areas, school sites, and community services.	A safe multi-modal circulation system will promote the use of less polluting modes of travel.
SCP OBJECTIVE 6A.1	New growth shall continue Stratford's community oriented street design and grid layout system, which enhances circulation of the existing commercial and residential areas.	A traditional grid pattern provides direct pedestrian and bicycle connections that encourage use of these modes.



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SCP Policy 6A.1.2	New residential and commercial development shall integrate alternative transportation modes into the design of new circulation routes to create complete street networks that enhance connectivity to Main Street and Mixed Commercial areas.	This policy identifies a specific area that has a high potential for alternative transportation and is deserving of special attention in future development.
SCP OBJECTIVE 6A.2	Enhance pedestrian and bicycle access and safety through the use of Traffic Calming Street Design Measures.	Traffic calming reduces vehicle speeds and improves pedestrian and bicycle safety, increasing the viability of these modes.
SCP Policy 6A.2.1	Adopt traffic calming street design standards into the County's Development Improvement Standards to allow for "Pedestrian Friendly" street design alternatives within the community.	Design standards help ensure that the pedestrian friendly improvements are implemented as projects are proposed in the community.
SCP Policy 6A.2.2	Seek "Safe Routes to School" funding to implement traffic calming measures at key intersections along pathways frequented by Elementary School children in route to school.	Safe routes to school allow parents to feel more comfortable with their children walking to school instead of needing to be dropped off by car.
SCP Policy 6A.2.3	Integrate traffic calming street designs into the construction of new community streets to enhance pedestrian walkability and manage traffic circulation.	See SCP OBJECTIVE 6A.2.
SCP OBJECTIVE 6A.3	Establish pedestrian and bicycling connectivity within the community circulation that serves to link residential, commercial, open space and recreational uses.	Direct connections to destinations throughout a community encourage walking and bicycling.
SCP Policy 6A.3.1	Plan for the complete connectivity of sidewalks in the community and seek funding to construct prioritized missing segments.	Complete sidewalks reduce safety concerns and increase comfort by providing a smooth, obstruction-free surface for walking.
SCP GOAL 6B	The Downtown Commercial Area circulation system integrates a functional circulation system that is representative of a traditional historic downtown streetscape.	Historical streetscapes tend to be walkable due to good connectivity, short blocks, and storefronts close to the street.
SCP 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.	See SCP OBJECTIVE 6A.2.



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SCP Policy 6B.1.1	Establish a Community Downtown Street Design that integrates diagonal parking and pedestrian bulb outs to enhance downtown aesthetics.	See SCP Policy 6A.2.1.
SCP Policy 6B.1.2	Amend the Zoning Ordinance to allow shared parking for Mixed Use businesses where parking demands do not overlap.	Shared parking allows less land to be devoted to parking and increases density and walkability.
SCP Policy 6B.1.3	New Mixed Use development shall install bicycle parking into the site and/or building design.	Providing bicycle parking is a critical factor in encouraging bicycle use for shopping and work.
SCP GOAL 6C	Residential streets create traditional neighborhood connectivity and access to centralized community areas.	Traditional neighborhood designs provide direct pedestrian connections and scale that encourages walking.
SCP OBJECTIVE 6C.1	Implement residential streets and infrastructure that provide for community desired neighborhood streetscape and safety.	Providing complete infrastructure and improvements are critical for achieving a walkable neighborhood streetscape.
SCP Policy 6C.1.2:	Residential developments east of the canal and north of Laurel Avenue shall establish streets and rights of way that integrate pedestrian pathways and connect to the Downtown Commercial Core and Community Expansion Area Mixed Use developments.	This policy identifies a specific location where improved pedestrian infrastructure will serve a large segment of the community.
SCP 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.	Design features that make the pedestrian experience more comfortable increase walking and reduce vehicle trips and related emissions.
SCP Policy 6C.1.4	Community street design shall integrate short street frontage for buildings.	A short street frontage improves the pedestrian orientation of the streetscape.
SCP GOAL 6D	Public transportation is easily accessible to residents and workers within the Community, and is embraced as an affordable transportation alternative for the movement of goods and people.	Increased accessibility to public transportation is expected to increase ridership and reduce vehicle miles traveled.
SCP OBJECTIVE 6D.1	Enhance residents' accessibility to public transportation options, and plan for the increased emphasis on public transit as a cost effective mode for travel.	See SCP GOAL 6D.
SCP Policy 6D.1.1	The Kings Area Rural Transit (KART) routes should be reviewed	Periodic review of routes and transit schedules to match



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	and coordinated to better accommodate the mass transit needs of Stratford residents following expansion of the community.	residents' needs will increase transit use.
SCP Policy 6D.1.2	Coordinate with KART to establish key bus stop locations within the community to increase residents' access to public transit services.	Transit use declines with the distance to the bus stop.
SCP Policy 6D.1.3	The Agricultural Industries Transportation Services (AITS) Program and other car or van pooling programs should be promoted within the community to encourage Stratford resident's participation in these programs.	Carpooling and vanpooling programs reduce trips by increasing average vehicle ridership which reduces overall vehicle miles traveled and related vehicle emissions.
SCP GOAL 7E	Establish safe pedestrian routes within the community to provide sufficient connectivity and visibility, which promotes walkable neighborhoods.	Perceived safety and connectivity are critical factors in increasing walking.
SCP OBJECTIVE 7E.1	Provide complete streets within Stratford providing well-maintained walkways, trails, bike paths and roadways that encourage walkability.	Providing complete streets and walkways removes significant barriers to walking and bicycling.
SCP Policy 7E.1.1	Key pedestrian routes to central community facilities should be identified to pursue grant or other funding for the construction of infill pedestrian infrastructure improvements.	Identification and prioritization of improvement projects is a critical first step in improving walkability of the community.
SCP Policy 7E.1.2	Pedestrian and bicycle pathways shall be designed to remain visible to the public and provide access to emergency response personnel.	A safe environment is a key consideration for parents to allow their children to walk and bicycle on their own.
SCP Policy 7E.1.3	New streets should integrate minimum 5 foot wide sidewalks, planting strips, or bike lanes to create a separation buffer between pedestrians and automobile traffic.	This policy ensures that pedestrian and bicycle infrastructure is designed such that it sized and located to provide comfort and safety.
SCP Policy 7E.1.4	Construction of barriers to the pedestrian circulation system shall be prevented.	Barriers can make walking trips much longer and can discourage most people from choosing this mode.
SCP GOAL 8A	Protect prime agricultural land from untimely conversion and discourage disorderly urban growth.	Protection of agricultural land until development is imminent promotes compact development.
SCP OBJECTIVE 8A.1	Preserve surrounding prime	See SCP GOAL 8A.



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	farmland not needed to accommodate planned urban area growth, and allow agricultural practices to continue in the Community Expansion Area until such time as development is ready to proceed.	
SCP Policy 8A.1.4	Amend the County's Zoning Ordinance to specifically allow the continued agricultural farming practices on properties within the Stratford Community Plan Expansion Areas until such time as development applications have been approved by the County.	See SCP GOAL 8A.
SCP GOAL 8C	New growth and development within Stratford should contribute toward the Countywide effort to reduce air quality impacts and green house gas emissions.	New projects provide opportunities to enhance walking, bicycling and transit use and to incorporate energy efficiency measures.
SCP OBJECTIVE 8C.1	Community improvements and new development in Stratford should minimize air emissions and impacts.	Opportunities to address air impacts can be identified during each step of the development process.
SCP Policy 8C.1.1	The County shall work to improve the public's understanding of the land use, transportation, and air quality link.	Public understanding can be improved by participating in air quality events sponsored by the SJVAPCD and other agencies and utilizing and distributing their outreach materials.
SCP 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.	CEQA mitigation measures and SJVAPCD Rule 9510 – Indirect Source Review provides a means to incorporate air quality measures into projects.
SCP 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.	Land use conflicts can be prevented by ensuring large emission sources are located an adequate distance from residences and other sensitive receptors. The SJVAPCD will conduct a Health Risk Assessment of new point sources to determine if the facility will result in significant air impacts.
SCP Policy 8C.1.4	The County shall work with the SJVAPCD to reduce particulate emissions from construction, grading, excavation, and	The County issues grading permits that identify construction sites subject to the SJVAPCD fugitive dust regulations. Cooperation with



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	demolition to the maximum extent feasible.	the SJVAPCD can increase compliance and reduce fugitive dust.
SCP Policy 8C.1.5	The County shall plan a park and ride lot at a suitable location within Stratford to serve carpool, AITS Vanpool, and KART Commuter Vanpool users.	Park and ride lots provide convenient meeting points for carpoolers and vanpool users, increasing average vehicle ridership and reducing vehicle trips.
Home Garden Community Plan		
HGCP GOAL 2A	New residential growth reinforces Home Garden's desire to remain a compact small town community while also building sustainable quality neighborhoods that meet the growing needs of the community's diverse population.	A compact walkable community will reduce vehicle trips and miles traveled and related air pollution impacts.
HGCP OBJECTIVE 2A.1	Residential development shall be designed to remain walkable and integrated with adjacent neighborhoods.	See HGCP GOAL 2A
HGCP Policy 2A.1.1	New residential development proposed in the Northwest Growth Area shall integrate pedestrian connectivity to community areas along the east side of 10th Avenue.	Pedestrian connections are critical for increasing the ability of community residents to travel by walking and bicycling.
HGCP 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.	Developing in an orderly manner encourages compact development and minimizes trip lengths.
HGCP Policy 2A.2.1	New residential infill development within new and old Home Garden should receive priority allotment from the Community Service District.	Infill development helps improve the pedestrian orientation of the community by making it more compact.
HGCP Policy 2A.2.2	Residential expansion within the Northwest Growth Area shall be required to demonstrate that adequate service capacity is available to serve new growth.	Service capacity limitations provide a strong incentive for infill projects and compact incremental development.
HGCP OBJECTIVE 2A.3	Multi-Family Residential designated land within the Home Garden Community enhances the diversity of housing options available within the community.	Strategic location of high density development maximizes the number of residents within walking distance.
HGCP Policy 2A.3.2	Alternative housing options such as townhomes, duplexes, and triplexes should be considered for development within the Multi-	Allowing multiple housing options in high density areas can help encourage a variety of developers to enter the market and develop the



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	Family Residential designated areas to increase housing diversification within the Home Garden Community	area more rapidly.
HGCP GOAL 2B	Home Garden's commercial corridor is enhanced and expanded in an efficient manner to increase the jobs/housing balance and meet the needs of local residents and visitors.	Providing jobs for local residents reduces trip lengths related to commuting.
HGCP OBJECTIVE 2B.1	Establish the Downtown Commercial Area of Home Garden as a Downtown Mixed Use core for the community in a manner that encourages private investment, revitalization and visual distinction.	Mixed use development allows people to live near jobs and commercial services and reduces travel related emissions
HGCP Policy 2B.1.1:	The Downtown Mixed Use designated area shall allow a mix of business, office, and housing uses within common building structures	See HGCP OBJECTIVE 2B.1.
HGCP OBJECTIVE 2B.2	Establish new commercial and mixed use developments along the 10th Avenue corridor to capitalize on daily vehicle trips and increase economic opportunities for Home Garden and its residents.	See HGCP OBJECTIVE 2B.1.
HGCP Policy 2B.2.1	Develop a Parking Plan for the Downtown Mixed Use Area to allow compact mixed use development to occur in greater density while still providing for adequate customer parking	Shared parking is important for maintaining a walkable commercial district by minimizing the amount of space devoted to parking, creating activity after hours, and shortening walking distances from parking lots to commercial uses.
HGCP GOAL 3B	Home Garden's built environment provides enhanced community resident connectivity to outdoor recreational open space and physical activities.	Open space and recreational facilities are frequent destinations that can be accessed by walking and bicycling.
HGCP 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.	Linking frequently used destinations such as commercial, open space, and recreational uses enhances pedestrian and bicycle travel.
HGCP Policy 3B.1.1	Evaluate walking paths utilized by school children to identify unsafe pathways and seek funding to address the needed improvements.	Providing connected, walkable infrastructure and bike paths is critical for encouraging the use of these travel modes. Incomplete segments prevent most people from choosing these modes due to safety



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HGCP Policy 3B.1.2	New commercial development and land designated for residential development in the Northwest Growth Area shall integrate pedestrian and bicycle pathways that will connect residents to the Community's core service areas.	Linking frequently used destinations such as commercial, open space, and recreational uses enhances pedestrian and bicycle travel.
HGCP OBJECTIVE 4A.1	Develop a Community design strategy to target key opportunities for visually enhancing the community with icons that are representative of Home Garden's unique identity.	Community design is important for developing a pedestrian oriented environment where people will feel safe and comfortable walking and bicycling.
HGCP Policy 4A.1.1	Develop Downtown Mixed Use design guidelines for the Home Garden Community to guide future growth within the 10th Avenue business core of the community.	Downtown and mixed use development tends to be pedestrian oriented.
HGCP OBJECTIVE 4A.4	Establish quality neighborhoods that reinforce small town traditional neighborhood design and create a communitywide integrated "Sense of Place."	Traditional neighborhood designs are pedestrian oriented with direct connections to uses that are frequently visited.
HGCP Policy 4A.4.1	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	An inviting streetscape and pedestrian friendly environment encourages walking and bicycling.
HGCP GOAL 4B	Enhance the community economy through the establishment of a centralized Commercial core to increase job creation opportunities within the community.	Bringing jobs to a community that is deficient in jobs can reduce commute trips and miles traveled.
HGCP Policy 4B.1.2	New commercial development should concentrate business investment and improvements along the 10th Avenue and Home Avenue intersection to establish a centralized small town commercial center for Home Garden.	A small town commercial center can provide a walkable destination for the residents of the community.
HGCP Policy 4B.1.3	Vacant and underutilized Mixed Use and Commercial areas should be the focus of economic development efforts to increase Community job growth, tax base	Infill of vacant parcels enhances the pedestrian environment and provides more destinations within walking distance.



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	and business investment.	
HGCP OBJECTIVE 4B.2	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.	Colleges and universities attract large numbers of vehicle trips and provide destinations that are well suited for service by transit.
HGCP Policy 4B.2.1	Establish alternative transportation options that connect residents to the College of the Sequoias Hanford campus located several miles northwest of the Community.	See HGCP OBJECTIVE 4B.2
HGCP GOAL 6A	The Home Garden circulation system establishes enhanced connectivity within the community and along 10th and Houston Avenues, providing safe options for automobile and non-motorized accessibility to employment areas, school pick-up locations, and community services.	A safe multi-modal circulation system will promote the use of less polluting modes of travel.
HGCP OBJECTIVE 6A.1	New growth shall continue Home Garden's community oriented street design and grid layout system, which enhances circulation of the existing commercial and residential areas.	A traditional grid pattern provides direct pedestrian and bicycle connections that encourage use of these modes.
HGCP Policy 6A.1.1	Adopt Community Street & Parking Design Standards into the Zoning Ordinance that incorporate Street Type features as described in Table 6.1 of the Home Garden Community Plan.	The street standards require sidewalks that will help encourage people to walk for some of their daily trips.
HGCP Policy 6A.1.2	New residential and commercial development shall integrate alternative transportation modes into the design of new circulation routes to create complete street networks that enhance connectivity to 10th Avenue and Home Avenue.	Considering alternative modes during the design phase ensures that adequate right of way and space for bus turnouts, bike lanes, and sidewalks is available.
HGCP OBJECTIVE 6A.2	Enhance pedestrian and bicycle access and safety through the use of Traffic Calming Street Design Measures.	Traffic calming reduces vehicle speeds and improves pedestrian and bicycle safety, increasing the viability of these modes.
HGCP Policy 6A.2.1	Adopt traffic calming street design standards into the County's Development Improvement Standards to allow for "Pedestrian Friendly" street design alternatives	Design standards help ensure that the pedestrian friendly improvements are implemented as projects are proposed in the community.



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	within the community.	
HGCP Policy 6A.2.2	Seek “Safe Routes to School” funding to implement traffic calming measures at key intersections along pathways frequented by Elementary School children en route to school.	Safe routes to school allow parents to feel more comfortable with their children walking to school instead of needing to be dropped off by car.
HGCP Policy 6A.2.3	Integrate traffic calming street designs into the construction of new community streets to enhance pedestrian walkability and manage traffic circulation	See SCP OBJECTIVE 6A.2
HGCP OBJECTIVE 6A.3	Establish pedestrian and bicycling connectivity within the community circulation that serves to link residential, commercial, open space and recreational uses.	Direct connections to destinations throughout a community encourage walking and bicycling.
HGCP Policy 6A.3.1	Plan for the complete connectivity of sidewalks in the community and seek funding to construct prioritized missing segments.	Complete sidewalks reduce safety concerns and increase comfort by providing a smooth, obstruction-free surface for walking.
HGCP GOAL 6B	The Downtown Commercial Area circulation system integrates a functional circulation system that is representative of a traditional downtown streetscape.	Downtown streetscapes tend to be walkable due to good connectivity, short blocks, and storefronts close to the street.
HGCP OBJECTIVE 6B. 1	Establish traffic calming measures at the 10th Avenue and Home Avenue intersection to enhance pedestrian crossing safety near the Downtown Mixed Use area.	See HGCP OBJECTIVE 6A.2
HGCP Policy 6B.1.1	Establish a Community Downtown Street Design that integrates diagonal parking and pedestrian bulb outs to enhance downtown aesthetics.	See HGCP Policy 6A.2.1
HGCP Policy 6B.1.2	Amend the Zoning Ordinance to allow shared parking for mixed use businesses where parking demands do not overlap.	Shared parking allows less land to be devoted to parking and increases density and walkability.
HGCP Policy 6B.1.3	New mixed use development shall install bicycle parking into the site and/or building design.	Providing bicycle parking is a critical factor in encouraging bicycle use for shopping and work.
HGCP GOAL 6C	Residential streets create traditional neighborhood connectivity and access to centralized community areas.	Traditional neighborhood designs provide direct pedestrian connections and scale that encourages walking.
HGCP OBJECTIVE 6C. 1	Implement residential streets and infrastructure that provide for	Providing complete infrastructure and improvements are critical for



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	community desired neighborhood streetscape and safety.	achieving a walkable neighborhood streetscape
HGCP Policy 6C.1.1	New residential development shall be developed according to the Community Street Design Standards	Street Design Standards help ensure that the desired features are consistently built in all new projects.
HGCP Policy 6C.1.2	Residential developments in the Northwest Growth Area shall establish streets and rights of way that integrate pedestrian pathways and connect to the Mixed Use and Commercial areas.	This policy identifies a specific location where improved pedestrian infrastructure will serve a large segment of the community.
HGCP 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.	Design features that make the pedestrian experience more comfortable increase walking and reduce vehicle trips and related emissions
HGCP Policy 6C.1.4	Community street design shall integrate short street frontage for buildings	A short street frontage improves the pedestrian orientation of the streetscape.
HGCP GOAL 6D	Public transportation is easily accessible to residents and workers within the community, and is embraced as an affordable transportation alternative for the movement of goods and people.	Increased accessibility to public transportation is expected to increase ridership and reduce vehicle miles traveled.
HGCP OBJECTIVE 6D.1	Enhance residents' accessibility to public transportation options, and plan for the increased emphasis on public transit as a cost effective mode for travel.	See HGCP GOAL 6D.
HGCP Policy 6D.1.1	The Kings Area Rural Transit (KART) routes should be reviewed and coordinated to better accommodate the mass transit needs of Home Garden residents following expansion of the community.	Periodic review of routes and transit schedules to match resident's needs will increase transit use.
HGCP Policy 6D.1.2	Coordinate with KART to establish key bus stop locations within the community to increase residents' access to public transit services.	Transit use declines with the distance to the bus stop.
HGCP Policy 6D.1.3	The Agricultural Industries Transportation Services (AITS) Program and other car or van pooling programs should be promoted within the community to encourage Home Garden resident's participation in these programs.	Carpooling and vanpooling programs reduce trips by increasing average vehicle ridership which reduces overall vehicle miles traveled and related vehicle emissions.



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HGCP GOAL 7C	Establish safe pedestrian routes within the community to provide sufficient connectivity and visibility, which promotes walkable neighborhoods.	Perceived safety and connectivity are critical factors in increasing walking.
HGCP OBJECTIVE 7C.1	Provide complete streets within Home Garden providing well-maintained walkways, bike paths and roadways that encourage alternative modes of transportation.	Providing complete streets and walkways removes significant barriers to walking and bicycling.
HGCP Policy 7C.1.1	Intersections near community based services throughout the community should be identified and given priority for pedestrian/bicycle crossings.	Correcting deficiencies in areas with the highest potential for walking and bicycling provides for the most efficient use of resources.
HGCP Policy 7C.1.2	Key pedestrian/bicycle routes to central community facilities should be identified to pursue grant or other funding for the construction of infill pedestrian/bicycle infrastructure improvements.	Identification and prioritization of improvement projects is a critical first step in improving walkability of the community.
HGCP Policy 7C.1.3	Pedestrian and bicycle pathways shall be designed to remain visible to the public and provide access to emergency response personnel.	A safe environment is a key consideration for parents to allow their children to walk and bicycle on their own.
HGCP Policy 7C.1.4	New streets should integrate minimum five foot wide sidewalks, planting strips, or bike lanes to create a separation buffer between pedestrians and automobile traffic.	This policy ensures that pedestrian and bicycle infrastructure is designed such that it is sized and located to provide comfort and safety.
HGCP Policy 7C.1.5	Construction of barriers to the pedestrian circulation system shall be prevented.	Barriers can make the walking trip much longer and can discourage most people from choosing this mode.
HGCP GOAL 7D	Build a safer community to encourage and maintain business interests and foster a safer overall community environment for residents and visitors.	A safe community environment is critical for encouraging people to walk and bicycle.
HGCP OBJECTIVE 7D.1	Increase community street lighting to enhance neighborhood and downtown community safety	Adequate street lighting extends the hours when walking is feasible and safe.
HGCP Policy 7D.1.1	New residential neighborhoods shall install street lighting to increase neighborhood illumination	See HGCP OBJECTIVE 7D.1
HGCP Policy 7D.1.2	Street lighting shall be integrated into the commercial areas along 10th Avenue, other commercial development, mixed use areas and	See HGCP OBJECTIVE 7D.1



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Goal/Policy No.	Goal/Policy	Policy Analysis
	along pedestrian streetscapes	
HGCP GOAL 8A	Protect prime agricultural land from untimely conversion and discourage disorderly urban growth.	Protection of agricultural land until development is imminent promotes compact development.
HGCP OBJECTIVE 8A.1	Preserve surrounding prime farmland not needed to accommodate planned urban area growth, and allow agricultural practices to continue in the north western portion of Home Garden until such time as development is ready to proceed	See HGCP GOAL 8A
HGCP Policy 8A.1.1	Direct new community growth to existing infill lots as defined in the Community Plan to prevent premature conversion of agricultural land in other prime agricultural areas.	See HGCP GOAL 8A
HGCP Policy 8A.1.2	Allow the continued agricultural farming practices on properties within the Northwest Growth Area portion of Home Garden until such time as development applications have been approved by the County.	See HGCP GOAL 8A
HGCP OBJECTIVE 8B.1	Home Garden emphasizes water conservation efforts throughout the community to maximize long term utilization of the community's valuable water resources	Water conservation saves energy that would be expended in pumping water and reduces emissions from power generation.
HGCP Policy 8B.1.1	Require all new development within the Home Garden Community Services District to install water meters.	Homes with water meters use significantly less water than those without meters.
HGCP Policy 8B.1.2	Coordinate with the Home Garden Community Services District to explore options for integrating reclaimed water usage within new growth areas.	Reclaimed water can replace water pumped from the aquifer, saving energy and reducing emissions.
HGCP Policy 8B.1.3	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.	Landscaping is usually the largest use of water in single family homes. Using drought tolerant species can substantially reduce water consumption.
HGCP GOAL 8C	New growth and development within Home Garden should contribute toward the Countywide	New projects provide opportunities to enhance walking, bicycling and transit use and to incorporate



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Goal/Policy No.	Goal/Policy	Policy Analysis
	effort to reduce air quality impacts and greenhouse gas emissions	energy efficiency measures.
HGCP OBJECTIVE 8C.1	Community improvements and new development in Home Garden should minimize air emissions and impacts.	Opportunities to address air impacts can be identified during each step of the development process.
HGCP Policy 8C.1.1	The County shall work to improve the public's understanding of the land use, transportation, and air quality link.	Understanding can be improved by participating in air quality events sponsored by the SJVAPCD and other agencies and utilizing and distributing their outreach materials.
HGCP 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.	CEQA mitigation measures and SJVAPCD Rule 9510 – Indirect Source Review provides a means to incorporate air quality measures into projects.
HGCP Policy 8C.1.3	The County shall work with the SJVAPCD to reduce particulate emissions from construction, grading, excavation, and demolition to the maximum extent feasible.	The County issues grading permits that identify construction sites subject to the SJVAPCD fugitive dust regulations. Cooperation with the SJVAPCD can increase compliance and reduce fugitive dust.
HGCP Policy 8C.1.4	The County shall plan a park and ride lot at a suitable location within Home Garden to serve carpool, AITS Vanpool, and KART Commuter Vanpool users.	Park and ride lots provide convenient meeting points for carpoolers and vanpool users, increasing average vehicle ridership and reducing vehicle trips.
Sources: Kings County, 2008; Michael Brandman Associates, 2008.		
Dairy Element		
GOAL DE 1	Restrict the location of new dairies and the expansion of existing dairies to those areas of the County where they are most compatible with surrounding uses and activities, and where they are consistent with environmental constraints.	Dairies can be an odor source under some operational and atmospheric conditions. Careful attention to location can reduce potential odor issues.
Objective DE 1.1	Protect agricultural uses and land from the encroachment of incompatible non-agricultural use of the land.	Prevention of land use conflicts is always preferable to addressing problems after the fact. Directing growth to minimize conflicts will minimize potential odor issues.
Policy DE 1.1a	Agricultural Land Use Protection: The Kings County Right to Farm Ordinance, Chapter 14, Article III, Section 14-38 of the Kings County	Informing potential developers and home owners that inconveniences and discomforts are to be expected in locations near agricultural uses



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	<p>Code of Ordinances, states that “agricultural operations are the principal and favored uses of land in areas of Kings County designated ‘Agricultural’ in the Kings County General Plan and included in the Agricultural zone districts of the Kings County Zoning Ordinance.”</p> <p>Protection of agricultural activities is accomplished by the adopted policies to: (1) Protect agricultural land, operations, and facilities from conflicting uses due to the encroachment of incompatible, non-agricultural uses of the land in agricultural areas of the county, and (2) Advise developers, owners, and subsequent purchasers of property in the County of the inherent potential inconveniences and discomforts often associated with agricultural activities and operations, including, but not limited to, equipment and animal noise; farming activities conducted on a 24-hour a day, 7-day a week basis; odors from manure, fertilizers, pesticides, chemicals, or other sources; the aerial and ground application of chemicals and seeds; dust; flies and other insects; and smoke from agriculture operations.</p>	<p>can help reduce odor complaints.</p>
<p>Objective DE 1.2</p>	<p>Use specific standards to avoid potential land use conflicts when approving new dairies and expansions of existing dairies.</p> <p>Policy DE 1.2a: Limited Agricultural (AL-10) zone districts. This zone district prohibits intensive agricultural activities and uses. It is applied to areas adjacent to cities and rural communities. Animal concentration facilities, including associated dairy process water and manure storage areas, are intensive agricultural uses that are not appropriate in this urban-to-agricultural buffer area. However, manure used as fertilizer and dairy process water used to</p>	<p>The Limited Agriculture Zone can provide a buffer between cities and rural communities and intensive agricultural uses, thus reducing potential land use conflicts.</p>



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Goal/Policy No.	Goal/Policy	Policy Analysis
	irrigate cropland may be transported to, and used in, the AL-10 zone districts	
Policy DE 1.2g	<p>Areas in the immediate vicinity of schools. New dairies facilities are prohibited from locating within a one-half (1/2) mile buffer zone around all existing public or private school sites. An existing dairy which proposes to decrease the separation between its dairy facilities and a school site to less than one-half (1/2) mile may do so only after approval of a conditional use permit by the Planning Commission. If the existing separation between an existing dairy's facilities and a school site is not proposed to be reduced regardless of its distance to the school site, the site plan review process may be utilized. Manure used as fertilizer and dairy process water used to irrigate cropland may be transported to and used within school buffer zones, but must be scheduled during weekends or summer vacation when the schools are closed. (Mitigation for Impact 4.2-4, 4.7-4)</p>	<p>This policy provides for a 1/2 mile buffer between dairies and schools except with the approval of a CUP. The buffer will help reduce odor impacts on schools.</p>
Policy DE 1.2h	<p>Separation of dairy facilities by 1/4 mile. The minimum distance between a Dairy Facility and other Dairy Facilities or confined animal feeding operations shall be one-quarter (1/4) mile. This restriction includes only the actual dairy facilities, i.e., corrals, milk barns, feed storage areas, manure storage areas, etc., but not cropland used to spread dairy process water and manure. These separations are required to avoid potential nuisance problems, potential inter-herd disease transmission, soil and groundwater contamination, and cumulative air quality degradation. An existing dairy which proposes to decrease the separation between its dairy facilities and another dairy's facilities to less than 1/4 mile may</p>	<p>Separating dairies by a minimum distance of 1/4 mile will reduce the potential intensity of cumulative air quality impacts from multiple dairies.</p>



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	do so only after approval of a conditional use permit by the Planning Commission. If the existing separation between the expanding dairy's facilities and the other dairy is not proposed to be reduced to a distance of less than ¼ mile, the site plan review process may be utilized. (Mitigation for Impact 4.2-4, 4.6-2, 4.7-4)	
Policy DE 1.2i	Areas in the immediate vicinity of residential zones. Facilities for new dairies, including corrals, barns, feed and manure storage areas, lagoons, etc., are prohibited from locating within a one-half (½) mile buffer zone around any residential zone (land zoned or designated for residential uses by Kings County or any city General Plan or zoning ordinance). However, manure used as fertilizer and dairy process water used to irrigate cropland may be transported to and used within a residential buffer zone. Existing legally established dairies that do not meet the separation required from residential zones may only be expanded after the approval of a conditional use permit by the Planning Commission. However, the nonconformity in the separation shall not be increased by further encroachment of the actual Dairy Facility toward the residential zone. (Mitigation for Impact 4.2-4, 4.6-2, 4.7-4, 4.7-5)	A ½ mile buffer between dairies and residential uses will help reduce potential odor impacts.
Policy DE 1.2j	The "compatibility zone" boundaries around the cities of Hanford, Lemoore, and Corcoran shall be updated periodically to ensure that changes, especially expansions of any city General Plan and/or Sphere of Influence area, are reflected in the "compatibility zone" boundaries.	It is important to track growth around the cities to ensure that expansions are accounted for when new dairy proposals are received.
Sources: Kings County, 2008; Michael Brandman Associates, 2008.		

