

Air Quality Element



6.0 AIR QUALITY ELEMENT

INTRODUCTION

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

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

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

PURPOSE OF THE AIR QUALITY ELEMENT

AIR QUALITY PROVISIONS ARE REQUIRED TO BE INCLUDED IN THE GENERAL PLAN

Air Quality Elements are optional elements in California except for jurisdictions located within the San Joaquin Valley. Section 65302.1 of the California Government Code requires all 59 cities and 8 counties within the boundaries of the San Joaquin Valley Air Pollution Control District to include Air Quality Elements or air quality goals, policies, and implementation strategies in other elements of their General Plans. City of Corcoran has opted to provide a separate Air Quality Element of the General Plan as a means to highlight the importance of this issue to City residents and to convey the interconnectedness of land use, transportation, and air quality in a single location in the General Plan.

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

- A report describing local air quality conditions including air quality monitoring data, emission inventories, lists of significant source categories, attainment status and designations, and applicable state and federal air quality plans and transportation plans.
- A summary of local, district, state, and federal programs, and regulations that may improve air quality in the city or county.

- A comprehensive set of goals, policies, and objectives that may improve air quality consistent with the strategies listed in the legislation.
- A set of feasible implementation measures designed to carry out those goals, policies, and objectives.

REDUCING CRITERIA POLLUTANT AND HAZARDOUS EMISSIONS

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

GREENHOUSE GASES/CLIMATE CHANGE

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

Under the current AB 32 "business as usual" scenario developed by the California Air Resources Board (ARB), statewide emissions are increasing at a rate of approximately 1% per year as noted below. The following estimates represent the average Statewide reductions needed from all emission sources (including all existing sources) to reduce greenhouse gas emissions back to 1990 levels.

- 1990: 427 Million Metric Tons of Carbon Dioxide Equivalent (MMTCO_{2e})
- 2008: 495 MMTCO_{2e} (an average 14% statewide reduction needed to achieve 1990 base)
- 2020: 600 MMTCO_{2e} "Business As Usual" (an average 29% reduction needed to achieve 1990 base)

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

- 1990: 621 Metric Tons of Carbon Dioxide Equivalent (MTCO_{2e}) per day
- 2008: 1,158 MTCO_{2e} per day
- 2020: 1,496 MTCO_{2e} per day

4. SAN JOAQUIN VALLEY BLUE PRINT PROCESS

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

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

B. CONSISTENCY WITH OTHER GENERAL PLAN ELEMENTS

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

GENERAL PLAN INTEGRATION

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

and comfortable routes connecting frequently accessed destinations with residences, and eliminating barriers to walking and bicycling. The Circulation Element lays out the goals, objectives, and policies for developing the transportation system in a way that is consistent with and accommodates the growth planned in the Land Use Element. Circulation element policies that promote the development of a multi-modal transportation system and prevent excessive traffic congestion provide air quality benefits.

The policies can be categorized as follows:

Compact Development

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

Transit and Pedestrian Oriented and Traditional Neighborhood Design

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

Mixed Use Development

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

Pedestrian and Bicycle Infrastructure

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

Preventing land use conflicts

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

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

SCOPE AND CONTENT OF THE AIR QUALITY ELEMENT

The Air Quality Element includes a comprehensive set of goals, objectives and policies and implementation programs intended to meet the requirements for Assembly Bill 170 for Air Quality Elements and state laws pertaining to greenhouse gases. Section 6.0 of the Air Quality Element provides summary level background information on the regulatory setting, existing air quality, health effects, and greenhouse gas/global climate change for minimizing the number and length of vehicle trips, transportation alternatives, and for requiring area and stationary source projects that generate significant amounts of air pollutants to incorporate air quality mitigation in their design.

POLICIES AND STANDARDS

The City shall coordinate with other local and regional jurisdictions, including the SJVUAPCD and the California ARB, in the development of regional and county clean air plans and incorporate the relevant provisions of those plans into City planning and project review procedures. The City shall also cooperate with the SJVUAPCD and ARB in:

- a. Enforcing the provisions of the California and Federal Clean Air Acts, state and regional policies, and established standards for air quality.
- b. Encouraging economy clean fuel for city vehicle fleets, when feasible.
- c. Developing consistent procedures for evaluating project-specific and cumulative air quality impacts of projects.

During development review, the City shall require area and stationary source projects that generate significant amounts of air pollutants to incorporate air quality mitigation in their design, including:

- a. The use of best available and economically feasible control technology for stationary industrial sources;
- b. The use of EPA-certified wood stoves in new residential units, to the extent wood stoves are permitted under SJVUAPCD regulations;
- c. The use of new and replacement fuel storage tanks at refueling stations that are clean fuel compatible, if technically and economically feasible;
- d. The promotion of energy efficient designs, including provisions for solar access, building siting to maximize natural heating and cooling, and landscaping to aid passive cooling and to protect from winter winds.

The City shall develop and implement strategies to minimize the number and length of vehicle trips, which may include:

- a. Promoting commercial/industrial project proponent sponsorship of van pools or club buses;
- b. Encouraging commercial/industrial project day care and employee services at the employment site;
- c. Encouraging the provision of transit, especially for employment-intensive uses of 200 or more employees;
- d. Providing incentives for the use of transportation alternatives;

- e. Providing expansion and improvement of public transportation services and facilities.

The City shall encourage transportation alternatives to motor vehicles by developing infrastructure amenable to such alternatives by doing the following:

- a. Right-of-way requirements for bike lanes in the planning of new arterial and collector streets and in street improvement projects, pedestrian connectivity to cul-de-sacs from collectors and arterials;
- b. Require that new development be designed to promote pedestrian and bicycle access and circulation in conformance with the United States Green Building Council LEED – Neighborhood Development Guidelines;
- c. Provide safe and secure bicycle parking facilities at major activity centers, such as public facilities, employment sites, and shopping and office centers.

The City shall encourage land use development to be located and designed to conserve air quality and minimize direct and indirect emissions of air contaminants by doing the following:

- a. Locate air pollution point sources, such as manufacturing and extracting facilities in areas designated for industrial development and separated from residential areas and sensitive receptors (e.g., homes, schools, and hospitals);
- b. Establish buffer zones (e.g., setbacks, landscaping) within residential and other sensitive receptor site plans to separate those uses from highways, arterials, hazardous material locations and other sources of air pollution or odor;
- c. Ensure the jobs/housing/balance when making land use decisions;
- d. Provide for mixed-use development through land use and zoning to reduce the length and frequency of vehicle trips. Optimally, locate residences so that they are within ½ mile of at least four non-residential uses which typically serve residential uses such as neighborhood and convenience commercial areas, offices, major employment centers, schools, parks, public facilities, and places of worship;
- e. Accommodate a portion of the projected population and economic growth of the City in areas having the potential for revitalization;
- f. Locate public facilities (libraries, parks, schools, community centers, etc.) with consideration of transit and other transportation opportunities;
- g. Encourage small neighborhood-serving commercial uses within or adjacent to residential neighborhoods when such areas are aesthetically compatible with adjacent areas; do not create conflicts with neighborhood schools, minimize traffic, noise, and lighting impacts; encourage and accommodate pedestrian and bicycle access; and, are occupied by commercial uses that have a neighborhood-scale market area rather than a community-wide market area. Provide pedestrian connection to reduce walking distances to ¼ mile or less;
- h. Encourage a development pattern that is contiguous with existing developed areas of the City.
- i. Promote the use of trees and plants in travelway landscaping and residences.

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

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

Assembly Bill (AB) 170

This bill established four main requirements:

- A report describing local air quality conditions including air quality monitoring data, emission inventories, lists of significant source categories, attainment status and designations, and applicable state and federal air quality plans and transportation plans.
- A summary of local, district, state, and federal programs, and regulations that may improve air quality in the city or county.
- A comprehensive set of goals, policies, and objectives that may improve air quality consistent with the following strategies listed in the legislation:
 - A) Determine and mitigate project level and cumulative air quality impacts under CEQA
 - (B) Integrate land use plans, transportation plans, and air quality plans;
 - (C) Plan land uses in ways that support a multimodal transportation system;
 - (D) Local action to support programs that reduce congestion and vehicle trips;
 - (E) Plan land uses to minimize exposure to hazardous air pollutant emissions from industrial and other sources;
 - (F) Reduce particulate matter emissions from sources under local jurisdiction; and
 - (G) Support SJVUAPCD and public utility programs to reduce emissions from energy consumption and area sources.
- A set of feasible implementation measures designed to carry out those goals, policies, and objectives.

Assembly Bill (AB) 32

The California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006, which charged the California Air Resources Board (ARB) to develop regulations on how the state would address global climate change. AB 32 focuses on reducing greenhouse gas emissions in California. Greenhouse gases, as defined under AB 32, include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfurhexafluoride (SF₆). AB 32 requires that greenhouse gases emitted in California be reduced to 1990 levels by the year 2020. ARB is the state agency charged with monitoring and regulating sources of emissions of greenhouse gases that cause global warming in order to reduce emissions of greenhouse gases. By January 1, 2008, ARB was required to determine what the statewide greenhouse gas emissions level was in 1990, and approve a statewide greenhouse gas emissions limit to apply to the 2020 benchmark. ARB adopted the 1990 greenhouse gas emission inventory/2020 emissions limit of 427 million metric tons of carbon dioxide equivalent (MMTCO_{2e}) on December 6, 2007. ARB then developed a document referred to as the “Scoping

Plan” that assigns reduction targets to sectors responsible for the emissions. Local governments must achieve reductions through land use measures that will be substantially dependent on the General Plan for success. Statewide, ARB expects to target local governments with reducing GHGs by 5 million metric tons of CO₂ equivalent by 2020.

SENATE BILL (SB) 375

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

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

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

SJVUAPCD RULES AND REGULATIONS

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

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

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

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

SJVUAPCD Regulation VIII – Fugitive PM10 Prohibitions. Rule 8011-8081 are designed to reduce PM10 emissions (predominantly dust/dirt) generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and trackout, etc.

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

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

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

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

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

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

COMMUNICATION, COOPERATION, AND COORDINATION

ISSUE:

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

1. REGIONAL COORDINATION

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

Environmental Assessment

Issue:

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

AQ OBJECTIVE 1.A.

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

AQ Policy 1.A.1

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

AQ Policy 1.A.2

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

Consult with the SJVUAPCD, KCAG, and Kings County during CEQA review of discretionary projects having the potential for causing adverse air quality, transportation, and climate change impacts. Participate in the SJVUAPCD Climate Change Action Plan implementation.

AQ Policy 1.A.3

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

2. PLANNING INTEGRATION**AQ GOAL 2.A.**

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

AQ OBJECTIVE 2.A.

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

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

AQ Policy 2.A.1

Minimize air quality and potential climate change impacts through project review, evaluation, and conditions of approval when planning the location and design of land uses and transportation systems needed to accommodate

expected city population growth. Integrate decisions on land use and development with the SJV Blueprint.

- AQ Policy 2.A.2** Submit transportation improvement projects to be included in regional transportation plans (RTP, RTIP, CMP, etc.) that are found to be consistent with the air quality and climate change goals and policies of the General Plan.
- AQ Policy 2.A.3** Consult with KCAG and transit providers during the planning stages of land use and transportation projects to assess project impacts on long range transit plans and ensure that potential impacts are avoided.
- AQ Policy 2.A.4** During project review, approval, and implementation, consult with Caltrans, ARB, SJVUAPCD, and KCAG to minimize the air quality, mobility, and social impacts of transportation projects on existing communities and planned sensitive land uses.

3. AIR QUALITY MANAGEMENT

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

AQ OBJECTIVE 3.A.

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

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

- AQ Policy 3.A.1** Assess and mitigate project air quality impacts using analysis methods and significance thresholds recommended by the SJVUAPCD.
- AQ Policy 3.A.2** Assess and mitigate project greenhouse gas/climate change impacts using analysis methods and significance thresholds as defined or recommended by the SJVUAPCD, KCAG or California Air Resources Board (ARB) depending on the type of project involved.
- AQ Policy 3.A.3** Ensure that air quality and climate change impacts identified during CEQA review are minimized and consistently and fairly mitigated at a minimum, to levels as allowed by CEQA.
- AQ Policy 3.A.4** Identify and maintain an on-going inventory of the cumulative transportation, air quality, and climate change

impacts of all general plan amendments approved during each year.

AQ Policy 3.A.5

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

AQ Policy 3.A.6

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

AQ OBJECTIVE 3.B.

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

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

AQ Policy 3.B.1

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

AQ Policy 3.B.2

Support the development and use of teleconferencing facilities in lieu of employee travel to conferences and meetings.

AQ Policy 3.B.3

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

AQ OBJECTIVE 3.C.

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

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

AQ Policy 3.C.1

Request project sponsors to demonstrate that all feasible TCMs and other measures have been incorporated into project designs which increase the effective capacity of the

existing road network prior to seeking approval to construct additional roadway capacity, such as additional lanes or new highways.

AQ Policy 3.C.2

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

AQ Policy 3.C.3

Encourage and support private sector employer based trip reduction programs such as alternative work schedules, rideshare matching, and transit subsidies where financially feasible.

AQ Policy 3.C.4

Distribute CMAQ funds to county projects that maximize emission reductions to support the ozone and particulate matter SIPs.

4. ENERGY EFFICIENCY AND CONSERVATION**AQ GOAL 4.A**

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

AQ OBJECTIVE 4.A

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

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

AQ Policy 4.A.1

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

AQ Policy 4.A.2

Initiate and sustain ongoing efforts with agriculture, the building industry, water and energy utilities and the SJVUAPCD to promote enhanced energy conservation and sustainable building standards for new construction.

AQ Policy 4.A.3

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

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

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

5. HAZARDOUS EMISSIONS AND PUBLIC HEALTH

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

AQ OBJECTIVE 5.A

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

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

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

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

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

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

engines and engines complying with Tier II and above engine standards.

AQ OBJECTIVE 5.B.

Reduce emissions of PM10, PM2.5 and other particulates from sources with local control potential or under the jurisdiction of the City of Corcoran.

Levels of PM10 (particulate matter less than 10 microns in diameter) no longer exceed federal health based standards. However, maintenance of the federal standard and achieving the state standard while accommodating growth will require continued effort. The San Joaquin Valley was recently reclassified as a maintenance area for PM10 under the federal criteria. Because of this classification, the SJVUAPCD is required to take actions to ensure continued maintenance of the standard in the future. This is accomplished by the continued implementation of Best Available Control Measures (BACM) on all significant sources of emissions. The SJVAB also exceeds the annual PM2.5 (particulate matter less than 2.5 microns in diameter) standards. Some actions to reduce PM10 and ozone precursors will also reduce PM2.5.

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

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

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

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

6. CLIMATE CHANGE

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

AQ OBJECTIVE 6.A.

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

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

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

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

7. OUTREACH

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

AQ OBJECTIVE 7.A.

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

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

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

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