

APPENDIX B

SUMMARY OF AIR QUALITY OBJECTIVES, POLICIES & PROGRAMS

LAND USE ELEMENT OBJECTIVES, POLICIES, AND PROGRAMS

POLICY LU 1.1(AQ)

Development proposals shall be reviewed to ensure that impact on public services and facilities, and significant environmental impacts have been mitigated to the extent feasible.

Program LU 1.1-A (AQ)

Maintain, and update as required, master plans for water, sewer, drainage circulation, parks and recreation, and public facilities including fire stations.

POLICY LU 1.2 (AQ)

Development in Planning Area B is considered premature until the sewer master plan is implemented and traffic capacity issues have been addressed with the adoption of an implementation plan.

POLICY LU 2.2 (AQ)

Very low density residential development shall be required near the Planning Area Boundary to provide a transition between agricultural or rural areas and urban development.

Program LU 3.2-A (AQ)

The City shall encourage Master Plans and Specific Plans that contain density bonus areas that are tied to open space or other public amenities.

POLICY LU 3.3 (AQ)

The City will consider density bonus of up to 20% above the maximum density for residential designs that provide a variety of lot sizes and prices tied together with open space or other public amenities. Density bonus projects require a Planned Development Zoning approval.

Program LU 3.3-A (AQ)

The City shall develop guidelines and criteria for the implementation of the design density bonus program for projects greater than 40 acres in size.

POLICY LU 4.2 (AQ)

Multi-Family development shall be planned near existing or projected neighborhood commercial facilities and served by collector or arterial streets.

POLICY LU 5.1 (AQ)

Special residential land uses, such as senior housing, shall be distributed throughout the City to assure their accessibility to activity centers and shopping areas, and to provide the option of continuing to reside in neighborhoods of mixed economic, ethnic and age groups.

POLICY LU 5.2 (AQ)

Senior residential housing projects proposed on the periphery of the developed area of the City shall be required to provide evidence of adequate and affordable special transportation, such as vans, as part of project development.

OBJECTIVE LU 6 (AQ)

Adopt design standards that encourage residential areas to have a "neighborhood orientation".

POLICY LU 6.2 (AQ)

New single family developments are encouraged to vary the front setback appearance of houses.

Program LU 6.2-A (AQ)

The City will amend the Zoning Ordinance residential setback requirements to allow main structures to be set closer to the street when the garage is constructed toward the rear of the lot as part of an overall neighborhood design program.

OBJECTIVE LU 7 (AQ)

Create an enhanced streetscape environment through the use of landscape standards and pedestrian access along arterials and collector streets.

POLICY LU 7.1 (AQ)

Arterial and Major Collector streets in residential and commercial areas shall be landscaped to promote an inviting tree lined street appearance.

Program LU 7.1-A (AQ)

The City shall adopt Streetscaping standards for Arterial and Major Collector Streets.

POLICY LU 7.2 (AQ)

Where sound walls are required along arterial, major and minor collector streets, they shall be landscaped according to the Streetscaping standards adopted by the City, and where feasible combined with "daylighted" cul-de-sacs.

Program LU 7.2-A (AQ)

Include in subdivision design standards, guidelines which define design preferences, including sound walls and "daylighted" cul-de-sacs.

OBJECTIVE LU 8 (AQ)

Minimize conflicts between residential uses and other incompatible land uses.

POLICY LU 8.1 (AQ)

Appropriate buffers or other effective measures shall be included in development plans to ensure that conflicts such as noise, odor, light and glare, dust, or other potentially significant adverse environmental conditions are minimized.

Program LU 8.1-A (AQ)

Conservation/Open Space zoning shall be applied to undeveloped areas along railroad corridors, consistent with noise contours, to prevent encroachment of residential or other sensitive uses into that area.

The extent of the buffer area may be reduced by the installation of physical barriers that have been determined by the City to reduce potentially significant adverse environmental conditions such as noise exposure.

Program LU 8.1-B (AQ)

In order to protect industrial development from intrusion and negative impact of non-compatible uses, proponents of residential projects in proximity to heavy industrial uses or Land Use Designations shall be required to provide the City with a full and complete discussion that addresses their impact on the viability of the existing or proposed industrial development. These discussions shall include noise, hazardous materials, emergency response and evacuation, air quality, odors, light and glare, traffic, and aesthetics. The City shall adopt a development plan which will allow the relocation of Peoples Ditch into the OS buffer adjacent to the B.N.&S.F. railroad right of-way between Flint Avenue and Grangeville Blvd.

Program LU 8.1-D (AQ)

At the time of development proposal, the City shall evaluate the desirability of requiring large lot development, in combination with open space amenities adjacent to 13th Avenue, between Hanford-Armona Road and Houston Avenue. This evaluation should be focused on minimizing potential conflict with the Armona Wastewater Plant disposal ponds.

POLICY LU 8.2 (AQ)

New residential development on the fringes of the City shall recognize the right of agriculture to exist and continue to operate in proximity to the development. Deed restrictions may be required which inform future residents of the right of agriculture to continue within the limits of the law without interference or protest from nearby property owners.

Program LU 8.2-A (AQ)

Development proposals within 1/2 mile of the Planning Area Boundary shall be required to address the potential conflict with neighboring agricultural uses, and the City shall determine whether there is sufficient cause to require Deed restrictions to protect the right of agriculture to continue.

Program LU 8.2-B (AQ)

The City shall maintain a "right to farm" Ordinance..

POLICY LU 8.4 (AQ)

Home occupations may be permitted in residential areas where the use is clearly incidental and secondary to the use of the residence for dwelling purposes.

Program LU 8.4-A (AQ)

The Zoning Ordinance shall contain development standards for Home Occupations that are sensitive to traffic, noise, odor and other potential conflicts.

POLICY LU 9.1 (AQ)

Developers of all commercial uses shall be required to participate in funding transportation improvements that will be necessary to accommodate the level of activity anticipated. Transportation improvements may include construction of major streets, signalization, public transit operational improvements, freeway ramps, bridges, interchanges and other major improvements to the extent such improvements are necessary to serve the regional commercial uses.

Program LU 9.1-A (AQ)

Development conditions should reflect that elements of the City's Capital Improvement Program have been considered and contributions to implement infrastructure projects are among the conditions of approval

POLICY LU 9.2 (AQ)

Sites for planned commercial uses shall be designated on the Land Use Map, and shall be limited to areas of approximately 1/3 mile around Lacey Blvd. and 12th Avenue, and a location near State Highway 43 and Grangeville Blvd.

POLICY LU 9.5 (AQ)

Planned commercial development proposals near Highway 43 and Grangeville Blvd. should be contained in a Specific Plan which clearly defines the full extent of the project and demonstrates the availability of public services including sewer, timing and financing of improvements, as well as defining a build-out schedule based on market demand in Hanford and the region.

POLICY LU 14.1 (AQ)

The City shall work with the Main Street Hanford Association, Chamber of Commerce, and other interested groups to develop a Specific Plan for the precise planning and implementation of programs to support the continued evolution of the Downtown Business District.

POLICY LU 18.1 (AQ)

Neighborhood Commercial sites shall provide neighborhood-oriented mixed uses that provide for convenience shopping and services.

POLICY LU 18.3 (AQ)

Neighborhood Commercial sites are intended to serve the daily needs of a surrounding residential population base, and generally be located one mile from each other at the intersections of Major Collector streets or in special circumstances at Arterial and Major Collector intersections. Special circumstances include the proximity of existing Neighborhood Commercial sites, projected land use, and location and configuration of Major Collector streets within the area.

POLICY LU 19.1 (AQ)

Development proponents are required to demonstrate that adequate circulation improvements including street improvements, signalization, bridges, public transit, and parking facilities are available or can be made available through mitigation measures to serve the proposed project.

Program LU 19.1-A (AQ)

Occupancy Permits will not be issued until associated traffic, public transit, and parking impact mitigation measures are completed or an agreement has been approved for their completion.

Policy LU 21.1 (AQ)

Performance and Development Standards for the Kings Industrial Park shall be continually updated and maintained to encourage and guide consistent development in the Industrial Area.

Program LU 21.1-A (AQ)

The City will maintain comprehensive project review and approval processes on permitted and conditional uses. Such review and approval shall include documented descriptions of structures and processes to assure compliance with the performance and development standards, environmental assessments and integration of mitigation measures into the project requirements.

POLICY LU 23.2 (AQ)

Appropriate truck routes shall be designated serving the industrial area which promote direct access and are functionally adequate.

POLICY LU 25.1 (AQ)

Urban level development shall only occur within the City. Any urban development requiring basic City services shall occur within the incorporated City and within the Planning Area Boundary established by the General Plan.

Program LU 25.1-A (AQ)

The City shall continue to pursue the annexation of unincorporated County islands through outreach programs with the property owners, Kings County, and the Local Agency Formation Commission.

POLICY LU 25.3(AQ)

Infrastructure master plans shall limit system design near the Planning Area Boundary to provide only enough capacity for very low density development or compatible Public Facilities.

Program LU 25.3-A (AQ)

Sewer and water infrastructure shall be limited in capacity to serve only very low density development in the areas approaching Flint Avenue and 13th Avenue.

Program LU 25.3-B (AQ)

Water and sewer systems shall not be oversized or stubbed out to extend east of Highway 43 except where a PHD designation has been approved by the City. The sizing of those extensions shall only provide for adequate services for the PHD project.

POLICY LU 25.4 (AQ)

Master Plans or Specific Plans prepared by property owners shall be encouraged for new development in Planning Areas B, E and F in Figure LU-4.

POLICY LU 26.1 (AQ)

Support Kings County planning activities that direct commercial, industrial and residential and urban growth outside of the Hanford Planning Area Boundary to established unincorporated communities.

POLICY LU 27.1 (AQ)

Actively participate in regional transportation planning, solid waste disposal, ground water recharge, air quality, and other significant regional issues effecting multiple agencies.

OBJECTIVE LU 28

Develop sufficient employment generating uses to maintain a positive City fiscal condition and housing balance.

POLICY LU 28.1 (AQ)

Planning for new development on the east side of the City shall include provisions for job related uses including offices, business parks, retail commercial uses, and service related uses.

POLICY LU 28.2 (AQ)

Land Use Designations for commercial, office, service commercial, and industrial should be held for such uses to assure that there will be sufficient land available to create an economic base and job generating potential to serve future residents. Efforts to utilize this land for residential purposes should be discouraged unless proponents can demonstrate that there is a sufficient amount of land in desirable and accessible locations to maintain positive fiscal and housing to job ratio.

POLICY LU 28.3 (AQ)

New Industrial development proposals occupying sites greater than 40 acres shall include an analysis of short- and long-term job generating potential for current and future residents of the City of Hanford.

CIRCULATION ELEMENT OBJECTIVES, POLICIES, AND PROGRAMS**POLICY CI 1.2 (AQ)**

Locations of Major Collector street intersections with Arterial streets shall be fixed by the Circulation Map. Roadway dedications and development design shall implement the Circulation Map. Location of Major Collector alignments in newly developing areas shall

be logical and efficient, and established early in the development process to aid in the consistent design of subdivisions.

Program CI 1.2-A (AQ)

The City will encourage property owners in newly developing areas to prepare Master Plans or Specific Plans which identify future major street alignments. The City will participate in the design of street alignments in advance of development to ensure consistent and logical design of the circulation system.

Program CI 1.2-B (AQ)

The City may pursue the reservation of right-of-way and define specific development standards and requirements through the preparation and adoption of Precise Plan Lines.

POLICY CI 1.3 (AQ)

Coordinate planning and development of the circulation system with development approvals throughout the City.

OBJECTIVE CI 2(AQ)

Provide timely and effective means of programming and constructing street and highway improvements to maintain an overall Level of Service of "C", with a peak hour Level of Service of "D" as defined in the Highway Capacity Manual (published by the Transportation Research Board of the National Research Council) or better unless the City's design considerations or other public health, safety, or welfare factors determine otherwise.

POLICY CI 2.1 (AQ)

Transportation projects shall be prioritized with emphasis on reducing traffic congestion and improving traffic circulation.

OBJECTIVE CI 3 (AQ)

Achieve a coordinated regional and local transportation system that minimizes traffic congestion and efficiently serves users.

POLICY CI 3.2 (AQ)

Cooperate with local and regional jurisdictions in the development of State-mandated regional plans, including the San Joaquin Valley Air Quality Attainment Plan, 1991 Air Quality Attainment Plan for ozone, and the Serious Area Pm₁₀ Attainment Plan.

POLICY CI 3.3 (AQ)

Work with Caltrans to identify needed improvements to its highway facilities in the City and implement necessary programs to assist in improving State Route 43 and 198, and its interchanges/intersections with local roadways.

POLICY CI 3.4 (AQ)

Cooperate with adjacent jurisdictions to improve the principal arterial gateways to Hanford to facilitate the movement of traffic flowing into and out of the City.

POLICY CI 3.5 (AQ)

Maintain coordination of local transportation plans with the Kings County Congestion Management Program, to ensure eligibility for state and federal funding.

POLICY CI 3.6 (AQ)

Work with the various government agencies to provide secure parking at park-and-ride lots and transit stations.

POLICY CI 3.7 (AQ)

Continue to support Kings County Association of Governments ride-sharing programs which provide up-to-date lists of potential riders and education of the public on commuting options.

POLICY CI 5.1 (AQ)

Provide off-street parking to employees; however preferential parking at several strategic locations in westside and eastside growth centers shall be made available to vanpools, carpools and other transit users.

Program CI 5.1-A (AQ)

Sites for park-and-ride lots should generally be located near highly traveled commute routes such as the intersections of 12th Avenue and Highway 198, 10th Avenue and Highway 43, future major commercial areas at Grangeville Blvd. and Highway 43, Lacey Blvd. and Highway 43, and 13th Avenue and Highway 198.

Program CI 5.1-B (AQ)

Sites for park-and-ride lots should be encouraged to be incorporate in planned commercial parking areas.

POLICY CI 5.2 (AQ)

Encourage shared parking facilities for both private businesses and public agencies.

POLICY CI 6.1 (AQ)

Encourage the use of carpooling, vanpooling and flexible employment hours to maintain an acceptable level of service on City streets and highway/intrastate facilities.

POLICY CI 6.2 (AQ)

Consistent with rule 9001, Commute Based Trip Reduction of the SJVAPCD, require that all public and private employers comply with the rule in planning for some form of collective transportation to commute to and from work.

Program CI 6.2-A (AQ)

Adopt a Trip Reduction Ordinance (TRO) in accordance with District Air Quality and Congestion Management requirements.

POLICY CI 6.3 (AQ)

Implement TSM programs in conjunction with new development in the industrial park, and growth centers on the westside and eastside of the City.

Program CI 6.2-A (AQ)

New development shall consider Transportation System Management and Transportation Demand Management as strategies for the mitigation of traffic and parking congestion. Public transit, traffic management, ride sharing and parking management are to be used to the greatest extent practical to implement transportation management strategies.

Program 6.3-B (AQ)

Prepare an action plan to improve the efficiency of traffic signals throughout the City and include the cost of the program in the traffic impact fees.

OBJECTIVE CI 7 (AQ)

Develop a public transit system addressing both local and regional travel demand.

POLICY CI 7.1 (AQ)

The local and regional transportation system should provide for a smooth transition between local and regional improvements.

Program CI 7.1-A

Include the Kings County Area Public Transit Agency in review of all development projects and consider environmental mitigation measures that will maintain and extend their current level of service to new development.

POLICY CI 7.2 (AQ)

Planning and development of Arterial and Major Collector Streets shall include design features, which can be used as public transit stops.

Program CI 7.2-A (AQ)

Subdivision designs should be encouraged to use "daylighted" cul-de-sacs opening on to Arterial and Collector streets thereby providing enhanced pedestrian access to future public transit system routes.

Program CI 7.2-B (AQ)

Integrate into the City Public Works Construction Standards design details for "daylighted" cul-de-sacs that can be jointly used for public transit pick-up locations along Arterial and Collector streets.

Program CI 7.2-C (AQ)

Where right-of-way allows, arterial and Major Collector streets shall be designed to allow transit vehicles to pull out of traffic by using either a continuous parking lane with bus stops, or with special bus pull-out lanes.

POLICY CI 8.1 (AQ)

Adequate sidewalks shall be planned and constructed in connection with street construction work in the City. Where existing roads may require additional right-of-way to accommodate full improvements including sidewalks, and where it is impractical to acquire sufficient right-of-way, the vehicle travelway will be the first priority.

POLICY CI 8.2 (AQ)

Subdivision layouts should include safe and pleasant designs which promote pedestrian access to Arterial and Major collector streets, and consider the location of community services, such as schools, parks, and neighborhood shopping activity centers in the accessibility of their design for all persons.

Program CI 8.2-A (AQ)

Implement street standards that include sidewalk or walkways on both sides of streets, where appropriate.

Program CI 8.2-B

Use "day lighted" cul-de-sacs to increase pedestrian access to Arterial and Collector streets from existing streets.

POLICY CI 8.3 (AQ)

Sources of funding for operation and maintenance of multi-use trails to accommodate pedestrian and bicycle use shall be clearly identified before construction. Should such trail systems be constructed, they shall be supported by a long-term maintenance funding mechanism established so that benefiting properties pay the cost of maintenance.

POLICY CI 8.6 (AQ)

In order to promote pedestrian access, encourage land use designs in new development areas to locate neighborhood shopping and services within approximately 1/2 mile of major residential areas.

OBJECTIVE CI 10

Contribute towards improving the air quality of the region through more efficient use of private vehicles and increased use of alternative transportation modes.

POLICY CI 10.1 (AQ)

Support coordination with other cities, counties and planning agencies concerning land use, jobs/housing balance and transportation planning as a means of improving air quality.

POLICY CI 10.3 (AQ)

Support the expansion and improvement of transit systems and ride sharing programs to reduce the production of automobile emissions.

HAZARDS ELEMENT OBJECTIVES, POLICIES, AND PROGRAMS***Program HZ 2.1-D (AQ)***

Consider the emission of toxic air contaminants from existing facilities when siting new sensitive receptors near such a source. Where appropriate, consultation and coordination with SJVAPCD shall be undertaken.

Program HZ 2.1G (AQ)

Identify potential users and producers of hazardous materials at the time of permit application and mitigate dangers associated with these materials. Where appropriate consultation and coordination with SJVAPCD shall be undertaken.

Program HZ 2.1-H (AQ)

Land uses using, storing or producing hazardous materials shall be located at a safe distance from other uses that may be adversely affected by such activities. Sensitive receptors such as schools, hospitals, day care centers, convalescent homes, and other immobile populations shall be considered during the review process. Where appropriate, consultation and coordination with SJVAPCD shall be undertaken.

OBJECTIVE HZ 7 (AQ)

Develop effective communication, cooperation, and coordination in establishing and operating community and regional air quality programs.

POLICY HZ 7.1 (AQ)

The City shall endeavor through the project review and environmental assessment process, to accurately determine and provide for fair and implementable mitigation measures for air quality impacts.

Program HZ 7.1-A (AQ)

Once the SJVAPCD emission thresholds are established, the City will require air quality analysis on projects that exceed those thresholds to be included in environmental documents.

Program HZ 7.1-B (AQ)

Where mitigation measures have been determined to be feasible and implementable, such measures may become recommended conditions of the project approval process.

Program HZ 7.1-C (AQ)

The City will work with other local governmental agencies on a regional basis to develop realistic and implementable basin-wide Air Quality Impact Assessment Guidelines that will provide standard criteria for determining significant environmental effects, a uniform method of calculating project emissions, and standard mitigation measures applicable to all cities.

Program HZ 7.1-D (AQ)

Among the environmental review mitigation measures or conditions for development are appropriate air quality mitigation measures recommended by the SJVPCD to reduce particulate emissions from construction, grading, and demolition.

Program HZ 7.1-E (AQ)

Through the environmental assessment and review process, the City will encourage developers to limit fireplace installations in new projects which do not meet EPA Phase II standards. Natural gas, pellet stoves, or other devices that minimize emissions shall be encouraged.

Program HZ 7.1-F (AQ)

Assist the SJVAPCD in implementing District Regulation VIII where appropriate.

POLICY HZ 7.2 (AQ)

Because air quality problems and solutions require regional cooperation and action, Hanford will participate with neighboring and regional jurisdictions in coordinating air quality management programs.

Program HZ 7.2-A (AQ)

Once emissions thresholds are established by the SJVUAPCD, the City will consult with SJVAPCD in the "early consultation process" as recommended by CEQA to determine a reasonable scope of air quality analysis for affected projects.

Program HZ 7.2-B (AQ)

Once the PM 10 emissions reduction program has been determined by the SJVAPCD, the City of Hanford will participate with other neighboring jurisdictions to implement those rules.

POLICY HZ 7.3 (AQ)

Hanford will seek methods to integrate land use, circulation, and air quality planning with neighboring and regional jurisdictions.

OPEN SPACE/CONSERVATION/RECREATION ELEMENT OBJECTIVES, POLICIES, AND PROGRAMS**POLICY OCR 1.1 (AQ)**

Create a greenbelt/open space buffer around the perimeter of the city that provides a clear sense of identity for the City of Hanford.

Program OCR 1.1-A (AQ)

Very low density residential and industrial land uses will be included in the land use plan to reduce density toward the edge of the Hanford Planning Area. The sizing of sewer lines will be reduced as they approach the edge of urban development in the Planning Area to limit growth influences beyond the Planning Area boundary.

Program OCR 1.1-B (AQ)

The City of Hanford will continue to coordinate land use planning efforts with Kings County to ensure that agricultural land use surrounds the Hanford Planning Area.

Program OCR 1.1-C (AQ)

In connection with General Plan Circulation policies, landscape design requirements will be considered for new projects which develop along the entryways to the City, in particular State Routes 198 and 43. Landscape design within required setbacks should promote a sense of transition from the

surrounding agricultural area and urban setting. Utilization of trees to screen urban uses along these entryways is encouraged within the setback.

POLICY OCR 1.2 (AQ)

The City will continue to coordinate land use policies and designations with Kings County to provide for a buffer between the urban area of Hanford and the unincorporated community of Armona.

POLICY OCR 1.3 (AQ)

The City may consider annexing Williamson Act lands if such annexation is necessary to provide for logical urban development and the provision of municipal services.

Program OCR 1.3-A (AQ)

The City has included, in the General Plan Land Use Element, an Agricultural designation and has provided definitions which allow for the continued use as agriculture. The Agricultural designation may also be used for preserving open space necessary for public safety around the Hanford Airport and other locations which may be effected by noise or other significant development constraints.

POLICY OCR 5.3 (AQ)

Where feasible, Arterial and Major Collector streets should be constructed to provide landscaping along the edges and in median strips to enhance these street systems as aesthetic open space corridors.

Program OCR 5.3-A (AQ)

The City shall develop design guidelines and standards for the construction of landscaping and improvement of Arterial and Major Collector streets that are to be landscaped.

OBJECTIVE OCR 6 (AQ)

Guide urban development toward vacant or under-used land within the urbanized area and direct new growth toward contiguous lands to protect agricultural lands and other open spaces used for the managed production of resources from premature urban development.

POLICY OCR 6.1 (AQ)

Existing agricultural areas shall be retained in agricultural use until the time that such areas are needed for logical urban expansion.

OBJECTIVE OCR 7 (AQ)

Encourage the provision of open space areas throughout the Planning Area through the preservation and enhancement of natural features or the joint use of other public facilities and/or rights-of-ways.

POLICY OCR 7.1 (AQ)

To the extent feasible, maintain slough remnants and watercourses within the Hanford Planning Area as components of storm drainage retention program, and a possible

recreational trail system. Public access within sensitive habitat areas of the sloughs or waterways shall be considered individually to ensure protection of the habitat resource.

POLICY OCR 7.2 (AQ)

Utility easement corridors shall be designated for recreational open space unless an acceptable trail alternative is included in a development plan.

OBJECTIVE OCR 11 (AQ)

Conserve non-renewable energy resources and maximize the use of renewable energy resources.

Program OCR 14.1-B (AQ)

Neighborhood parks shall have a general service area of approximately 1/2 mile radius, and situated to avoid patrons having to cross arterial streets, railroad lines and major waterways.

Program OCR 14.1-D (AQ)

Whenever possible, Neighborhood Parks shall be developed in conjunction with elementary schools.

Program OCR 14.2-B (AQ)

Community parks shall have a general service area of approximately 2 mile radius, and situated to provide adequate access to arterial and collector streets.