

Appendix A: General Plan Policy Analysis

Appendix A: City of Hanford General Plan Air Quality Policy Analysis

ELEMENT	OBJECTIVE	POLICY	POLICY ANALYSIS
Land Use	OBJECTIVE LU 1: Maintain a balance between the cost of providing efficient community services and the benefits associated with continued growth.	POLICY LU 1.1: 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.	Requiring adequate public services and facilities as new projects are constructed helps to keep development compact, minimizing travel distances.
		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.	Sewer pipelines and related infrastructure are costly to extend and provide incentive for compact, incremental development instead of discontinuous development. Traffic capacity issues, if left unmitigated, result in higher emissions that are due to idling and uneven traffic flow.
	OBJECTIVE LU 2: Develop and maintain a pattern of residential land uses that provides for a variety and balance of densities and intensities and a mixture of different dwelling and tenure types.	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.	Placing fewer residences along the agriculture/urban interface would result in the exposure of fewer people to dust and agricultural chemicals. However, this strategy should be used with caution, because low-density development creates longer vehicle trips, is more difficult to serve with transit, and may not be pedestrian-friendly.
	OBJECTIVE LU 3: Provide single family residential neighborhoods with a variety of cost ranges dispersed throughout the City.	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.	Increased density when combined with open space or other amenities can focus development in ways that make the project more walkable and capable of being served by transit.
	OBJECTIVE LU 4: Provide multi-family ownership and rental units in a variety of cost ranges dispersed throughout the City.	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.	Providing high-density development near commercial services maximizes the number of people within walking and bicycling distance of frequently accessed retail services.
	OBJECTIVE LU 5: Encourage special residential Opportunities to meet the needs of the City’s residents.	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.	Providing special residential land uses near activity centers and shopping increases the number of people who can access these uses by walking and bicycling.

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		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.	Seniors are sometimes dependent on transit. Van services can provide efficient alternatives to driving by residents and relatives of residents for shopping, medical, recreation, and other trips.
	OBJECTIVE LU 6: 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.	A varied appearance in development can create a more interesting pedestrian environment and encourage more walking.
	OBJECTIVE LU 7: 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.	Tree-lined streets create a safer and cooler pedestrian environment. The cooling effect also reduces emissions from vehicles parked in the shade and from lower electricity consumption in buildings benefiting from the cooling effect.
		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.	Sound walls can be a serious impediment to creating a good pedestrian environment. Landscaping can help provide visual interest and shade. Access through cul-de-sacs is important to reduce walking distances to nearby destinations.
	OBJECTIVE LU 8: 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.	Buffers are important for sensitive uses placed near sources of toxic emissions such as diesel truck loading facilities, freeways, and high-volume roadways. Impacts often decrease rapidly with distance, due to dispersion effects.
		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.	This policy recognizes that emissions from farming operations have the potential to impact nearby residential uses from dust, odors, and pesticide application. Although farming has made progress in reducing emissions, sensitive individuals should take the existing farming into account when locating in areas close to farms.

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		<p>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.</p>	<p>Home occupations and telecommuting reduce travel during peak commute hours and reduce vehicle miles traveled.</p>
	<p>OBJECTIVE LU 9: Identify and plan for adequate land within the City for regional shopping locations, which will:</p> <ol style="list-style-type: none"> 1. Encourage regional retail shopping in Hanford; 2. Conveniently serve current and future residential needs; 3. Provide employment opportunities; 4. Contribute to the attractiveness of the community; 5. Be Served by arterial streets; and, 6. Contribute to the City’s tax base 	<p>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.</p>	<p>Transportation improvements that avoid congestion and excessive delay can reduce emissions related to idling at traffic lights and slow traffic speeds. In some cases, transportation improvements can induce travel and development in fringe areas. Requiring development to be contiguous and well planned can minimize induced travel and excessive travel distances.</p>
		<p>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.</p>	<p>Concentrating commercial development in major commercial districts can provide a center that is more accessible by walking, bicycling, and transit. Careful design of the site and connections to the surrounding community are critical for encouraging access by alternative modes.</p>
		<p>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.</p>	<p>A vibrant, successful commercial center can provide an attractive destination for people traveling by alternative modes of transportation.</p>
	<p>OBJECTIVE LU 14 Promote the vitality of the Downtown Business District by encouraging it to become a unique shopping district with a variety of retail sales, financial institutions, including full service banks, mortgage</p>	<p>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.</p>	<p>The Downtown Business District provides a high-quality walkable environment that is conducive to access by alternative modes. The Specific Plan should capitalize on the walkable character of the area.</p>

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	<p>companies, and credit unions, restaurants, entertainment, public gathering facilities, offices, artisans, government offices, multi-family residential, and open space uses.</p>		
	<p>OBJECTIVE LU 18: Contribute to neighborhood identity by locating Neighborhood Commercial uses on major collector and arterial streets.</p>	<p>POLICY LU 18.1 (AQ): Neighborhood Commercial sites shall provide neighborhood-oriented mixed uses that provide for convenience shopping and services.</p> <p>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.</p>	<p>Neighborhood commercial uses often serve a small market area where many people are within easy walking or bicycling distance.</p> <p>Providing frequently accessed uses approximately one mile apart allows large numbers of people to be within walking and bicycling distance.</p>
	<p>OBJECTIVE LU 19: Ensure that all commercial uses contribute to the resolution of traffic, public transit, and parking impacts created by additional traffic demands generated by those businesses.</p>	<p>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.</p>	<p>Adequate circulation is necessary to prevent emissions related to traffic congestion. Infrastructure supportive of public transit can help increase comfort and convenience and encourage transit use.</p>
	<p>OBJECTIVE LU 23: Maintain, enhance, and promote the positive factors in the City’s Industrial area.</p>	<p>POLICY LU 23.2 (AQ): Appropriate truck routes shall be designated serving the industrial area which promote direct access and are functionally adequate.</p>	<p>Trucks are sources of toxic diesel particulate emissions. Direct access that avoids residential uses and other sensitive receptors can minimize exposure to diesel emissions.</p>
	<p>OBJECTIVE LU 25: Adopt a Planning Area Boundary that allows the scope and intensity of development to be planned before it occurs.</p>	<p>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.</p>	<p>Requiring urban development in the urban area promotes compact development with shorter travel distances and more potential to be served by transit.</p>

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		<p>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.</p>	<p>This policy provides a mechanism to discourage development on the other side of the Planning Area Boundary by limiting available infrastructure.</p>
		<p>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.</p>	<p>Specific Plans provide a mechanism to ensure that development designs, street patterns, and facilities supporting transit, bicycling, and walking are integrated into the development.</p>
	<p>OBJECTIVE LU 26: Support Kings County General Plan goals, objectives, and policies that promote Kings County Local Agency Formation Commission adoption of the Hanford Sphere of Influence and General Plan Land Use Plan for areas outside the City Limits.</p>	<p>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</p>	<p>The unincorporated communities are currently underserved by commercial services and employment opportunities. This requires residents of those communities to commute long distances and drive to the larger cities to obtain basic shopping and services.</p>
	<p>OBJECTIVE LU 27: Maintain and enhance a cooperative relationship with Kings County, and the cities of Lemoore, Corcoran, Avenal, school districts, water and irrigation districts through active participation in regional planning activities.</p>	<p>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.</p>	<p>Air quality and transportation are regional issues. A large percentage of travel in Kings County and Hanford is regional. Participation in regional activities helps ensure that the City of Hanford’s issues are addressed.</p>
	<p>OBJECTIVE LU 28: Develop sufficient employment generating uses to maintain a positive City fiscal condition and housing balance.</p>	<p>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.</p>	<p>This policy seeks to improve the balance of jobs and commercial uses in the eastern part of the City, thus allowing people living in that part of town better access to these uses, which in turn reduces travel distances and creates opportunities for walking, bicycling, and transit use.</p>
		<p>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</p>	<p>Commercial and employment uses often follow residential development by several years. Preserving sites designated for these uses helps to improve the jobs/housing balance in the community, allowing more people to live near to where they work and shop.</p>

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		<p>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.</p>	
		<p>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.</p>	<p>Improving the jobs/housing balance helps to reduce commute trip distances.</p>
<p>Circulation</p>	<p>OBJECTIVE CI 1: Establish a circulation system that is consistent with the land use patterns of the City.</p>	<p>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.</p>	<p>Clear identification of future major roadway alignments and right of ways helps City planners and developers to design projects that incorporate the full range of pedestrian, bicycle, and transit options.</p>
		<p>POLICY CI 1.3 (AQ): Coordinate planning and development of the circulation system with development approvals throughout the City.</p>	<p>Proper timing of construction of roadway improvements to coincide with demand from new development projects is critical for minimizing congestion-related air impacts.</p>
	<p>OBJECTIVE CI 2: 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.</p>	<p>POLICY CI 2.1 (AQ): Transportation projects shall be prioritized with emphasis on reducing traffic congestion and improving traffic circulation.</p>	<p>Traffic congestion that causes very slow travel speeds, lengthy stops at intersections, and poor traffic flow can result in higher emissions.</p>

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ELEMENT	OBJECTIVE	POLICY	POLICY ANALYSIS
	<p>OBJECTIVE CI 3: Achieve a coordinated regional and local transportation system that minimizes traffic congestion and efficiently serves users.</p>	<p>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.</p>	<p>Air quality plans prepared by the San Joaquin Valley Air Pollution Control District (SJVAPCD) provide the long-term strategy for attaining health-based air quality standards. The City can participate through implementation of transportation control measures, and through its authority over land use and the local transportation system.</p>
		<p>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.</p>	<p>The transportation system by its nature accommodates the travel needs of the entire region. Improvements throughout the system are important to optimize its efficiency.</p>
		<p>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.</p>	<p>The transportation system by its nature accommodates the travel needs of the entire region. Improvements throughout the system are important to optimize its efficiency.</p>
		<p>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.</p>	<p>Receipt of a fair share of transportation funding is critical to address congestion and to provide infrastructure supportive of alternative travel modes.</p>
		<p>POLICY CI 3.6 (AQ): Work with the various government agencies to provide secure parking at park-and-ride lots and transit stations.</p>	<p>Park-and-ride lots effectively reduce vehicle miles traveled by long-distance commuters.</p>
		<p>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.</p>	<p>Ridesharing is a low-cost means of increasing average vehicle ridership and decreasing vehicle miles traveled.</p>
	<p>OBJECTIVE CI 5: Provide adequate parking and loading facilities while encouraging alternative means of transportation.</p>	<p>POLICY CI 5.1 (AQ): Provide off-street parking to employees; however preferential parking at several strategic locations in westside and eastside growth</p>	<p>Preferential parking is a good, low-cost incentive to encourage people to participate in vanpools and carpools.</p>

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ELEMENT	OBJECTIVE	POLICY	POLICY ANALYSIS
		centers shall be made available to vanpools, carpools and other transit users.	
		POLICY CI 5.2 (AQ): Encourage shared parking facilities for both private businesses and public agencies.	Shared parking can reduce the overall land area devoted to parking, making development more compact and walkable.
	OBJECTIVE CI 6: Develop Transportation Systems Management (TSM) programs for the Hanford area in order to reduce the amount of peak hour congestion on City streets.	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.	Transportation System Management (TSM) and Transportation Demand Management (TDM) help the existing infrastructure move people more efficiently and reduce the need for new facilities. Fewer vehicles transporting more people equates to lower vehicle emissions.
		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.	Rule 9001 was repealed and was recently replaced with Rule 9410 – Employer Based Trip Reduction. Assistance with implementation at the local level will help make the rule more effective.
		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.	TSM and TDM programs provide low-cost options for reducing employee trips and miles traveled.
	OBJECTIVE CI 7: 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.	The transportation system by its nature accommodates the travel needs of the entire region. Improvements throughout the system are important to optimize its efficiency.
		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.	Providing designated areas for transit stops that do not interfere with other traffic, and providing a safe, comfortable place for passengers to board helps encourage transit ridership.
	OBJECTIVE CI 8: Promote maximum opportunities for pedestrian traffic throughout the City by continuing to develop and maintain a safe sidewalk system that facilitates pedestrian	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	Discontinuous sidewalks and pedestrian paths that require people to walk in the street for part of the route are serious impediments to walking, due to the perceived and real danger from passing cars.

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	access, including disabled persons accessibility to public transit for commuting, recreation or other purposes.	full improvements including sidewalks, and where it is impractical to acquire sufficient right-of-way, the vehicle travelway will be the first priority.	Continuous sidewalks with adequate separation or buffering from high-speed traffic encourage walking.
		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.	Without safe routes and attractive destinations within walking distance, few people will choose to travel on foot.
		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.	Trails and bike paths require periodic maintenance to ensure that their surfaces are reasonably smooth and no safety hazards have developed.
		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 ½ mile of major residential areas.	One-half mile is often considered the maximum distance that most people would be willing to walk.
	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.	Transportation and air quality are both regional and local issues. Coordination with others in the region can help to target resources where they will have the most benefits.
		POLICY CI 10.3 (AQ): Support the expansion and improvement of transit systems and ride sharing programs to reduce the production of automobile emissions.	Transit and ridesharing are a critical part of strategies to reduce vehicle trips and vehicle miles traveled.

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Hazards	OBJECTIVE HZ 2: Protect the citizens of Hanford and its environment from exposure to hazardous materials or waste.	POLICY HZ 2.1: Any risks involving the disposal, transport, manufacture, storage and handling of hazardous material in Hanford shall be evaluated in the project review process.	Hazardous and toxic emissions are increasingly important for projects that involve large numbers of diesel trucks. The SJVAPCD recommends preparation of health risk assessments for projects that involve toxic air contaminants, such as diesel particulate matter and benzene from gasoline dispensing facilities.
	OBJECTIVE HZ 7: 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.	The project review and environmental review processes provide an opportunity to ensure that all feasible design features have been incorporated to reduce energy and water consumption, and to encourage alternative travel modes.
		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.	As the largest city in Kings County and the seat of government, Hanford can play a leadership role in regional coordination.
Open Space	OBJECTIVE OCR 1: Support preservation of existing agricultural lands at the periphery of the Hanford Planning Area.	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.	Greenbelts and buffers can slow the conversion of farmland and make development in the City more compact. It can also encourage infill and redevelopment within the existing urban area.
		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.	Coordination of growth with nearby unincorporated communities can help to promote compact development in the City and in those communities.
		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.	Depending on the location and existing infrastructure, land under Williamson Act contracts could provide lower impacts to air quality than non-contract sites.

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	OBJECTIVE OCR 5: Provide and maintain open space resources for outdoor recreation.	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.	Landscaping helps to provide a more attractive pedestrian environment, thus encouraging more people to walk.
	OBJECTIVE OCR 6: 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.	Incremental expansion helps to keep travel distances to jobs and services at a minimum.
	OBJECTIVE OCR 7: 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.	Trails on corridors that connect frequently accessed destinations can provide shorter travel distances that are important for walking trips.
		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.	Easement corridors can provide attractive trails for bicycles and pedestrians that are separated from motor vehicle traffic.
	OBJECTIVE OCR 11: Conserve non-renewable energy resources and maximize the use of renewable energy resources.	POLICY OCR 14.1: Establish Neighborhood Parks at a ratio of 1.5 acres of parkland per 1,000 residents.	Neighborhood parks can provide walkable destinations for people living within walking distance.
Housing	Provide approximately 100 acres of medium- and high-density residential acreage.	ACTION 1.1.1: Designate additional vacant land for multi-family use to provide site located throughout the city for low- and moderate-cost housing as part of the comprehensive General Plan Update.	Higher housing densities provide for more compact development and reduce average trip lengths and trip generation rates compared with single-family development.

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Housing <i>(cont.)</i>	Continue using the PUD process to allow flexibility in providing affordable housing. Also use PUDs to provide for mobile home subdivisions by allowing a 25% density bonus subject to the provisions of the City’s Zoning Ordinance.	ACTION 3.1.2: Allow the use of the Planned Unit Development (PUD) process to add flexibility to land utilization and increase the potential for a variety of housing types.	Planned Unit Developments provide a mechanism to ensure that higher density, single-family projects are well designed and encourage walking and bicycling.
		POLICY 3.3: Utilize planned developments and other creative mechanisms to facilitate the construction of more creative, well-designed, housing projects.	
	Provide more units of affordable housing.	ACTION 3.1.3: Continue to use density bonuses to reduce per-unit land cost when the developments are for low- and moderate-income units by applying the Planned Unit Development 25% density bonus for such developments, and by setting up a monitoring system to ensure that the required number of low- and moderate-income units are available.	Density bonuses provide an incentive for higher development densities that produce more compact development and reduced travel distances.
	Facilitate and encourage the provision of a range of housing types and prices to meet the diverse needs of residents.	ACTION 2.3: Ensure the adequate provision of water, sewer, roads, public facilities, and other infrastructure necessary to serve new housing.	Incremental expansion of infrastructure promotes compact development and minimizes travel distances.
POLICY 2.4: Support the construction of high quality single- and multifamily housing which is well designed and energy efficient.		Energy efficiency reduces emissions directly from heating and indirectly from electrical power generation.	
Incorporate Housing Element policies into day-to-day planning, zoning, and building decisions.	ACTION 5.1.3: Monitor changes in land use to assess their impact on housing demand, so the City and County can adequately respond in assuring the ability to meet new housing needs.	Monitoring of land use changes is important to ensure that adequate sites for all housing types are available when needed to accommodate a growing population.	
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