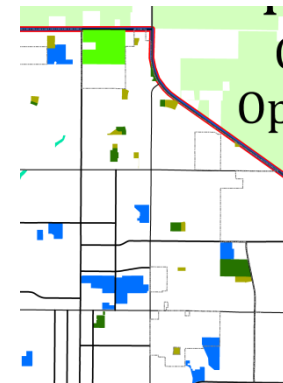
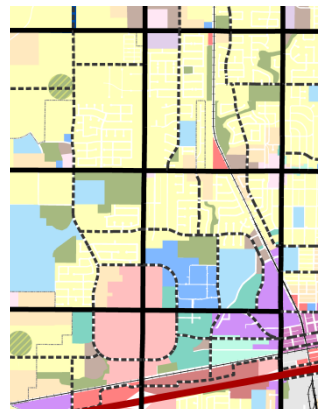
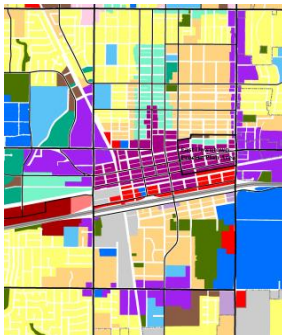


2035 General Plan

Policy Document

City of Hanford



POLICY DOCUMENT

CITY OF HANFORD
2035 GENERAL PLAN UPDATE

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CHAPTER 1

INTRODUCTION

1.1 Purpose of the General Plan

A general plan is the foundation for establishing a local community’s purposes regarding land use, major transportation routes, and general location and size of future community facilities. It expresses the community’s development goals and embodies public policy relative to the distribution of future land uses. All other city policies must be consistent with the general plan. A city’s general plan has often been referred to as a city’s constitution for its growth and development.

Every city and county in California is required to prepare and maintain a general plan. A general plan states a desired vision for the community’s future. It contains policies that guide the way land is developed and used. State law requires that each city adopt a general plan “for the physical development of a city and any land outside its boundaries which bears relation to its planning.”

Hanford’s General Plan is long-range in scope, planning out to the year 2035. Its goals and policies are general in nature, but also comprehensive, and are intended to guide Hanford for the next 20 years. Since actions by the City of Hanford must be consistent with the General Plan, regular on-going use of the Plan is essential. The General Plan can be amended by the City Council up to four times per year, but best practices suggest that amendments should occur infrequently.

1.2 Organization of the General Plan

1.2.1 General Plan Volumes

The Hanford General Plan is comprised of a number of volumes that together make up the General Plan. The **General Plan Background Report** summarizes information on the issues addressed in the General Plan, focusing on existing conditions and trends as they existed in the year 2013 when the General Plan Update process began.

The **General Plan Policy Document** includes goals, policies, maps, and tables that describe how Hanford plans to grow and develop during the Planning period, which is 2015 to 2035. This document contains all the required elements of the General Plan, with the exception of Housing and Air Quality.

A document containing Hanford's **Housing Element** was prepared and adopted separately from the rest of the General Plan due to its State mandated deadlines for adoption. Hanford has historically joined Kings County, Corcoran, Lemoore, and Avenal in preparing a combined Housing Element. A combined Housing Element document was adopted for the years 2009 to 2014. An updated Housing Element was adopted in 2016 for the time period between January 2016 and January 2024.

A document containing Hanford's **Air Quality Element** was prepared and adopted in 2010. No updates to this document were necessary when the rest of the General Plan was updated in 2017.

1.2.2 Required General Plan Elements

There are seven State-mandated elements in a general plan. They are land use, circulation, housing, open space, conservation, noise, and safety. Cities within the San Joaquin Valley are also required to have an air quality element. Hanford's General Plan also contains an economic development element and a public facilities and services element. All elements of the General Plan have equal weight and status. One element is not superior to any other. The goals and policies within each element are consistent with each other and with the goals and policies in the other elements of the General Plan.

The general plan's maps, diagrams, and development policies form the basis for the zoning ordinance, subdivision ordinance, design guidelines, and the capital improvement program – tools which implement the general plan. Under California law, no specific plan, zoning, subdivision map, or public works project may be approved unless the City finds that it is consistent with the adopted general plan.

The **land use element** designates the type, intensity, and general distribution of uses of the land for housing, business, industry, open space, education, public buildings and grounds, waste disposal facilities, and other categories of public and private uses. The land use element is found mostly in Chapter 3 of both the Background Report and the Policy Document.

The **circulation element** is correlated with the land use element and identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, and terminals for all modes of transportation. The circulation element is found mostly in Chapter 4 of both the Background Report and the Policy Document.

The **housing element** is a comprehensive assessment of current and projected housing needs for all segments of the community and all economic groups. In addition, it embodies policies for providing adequate housing and includes action programs for that purpose. By statute, the housing element must be updated and certified on a schedule set by the State Housing and Community Development Department. The housing element is prepared as a separate document in conjunction with the County of Kings, and the cities of Lemoore, Corcoran, and Avenal.

The **conservation element** addresses the conservation, development, and use of natural resources, including water and soils. The conservation element is found mostly in Chapter 5 of both the Background Report and the Policy Document. This chapter also contains goals and policies for parks and recreation.

The **open space element** describes measures for preserving open-space for natural resources, the managed production of resources, outdoor recreation, and agricultural land. The open space element is also found mostly in Chapter 5 of both the Background Report and the Policy Document.

The **noise element** identifies and appraises noise problems within the community and forms the basis for land use distribution. The noise element is found mostly in Chapter 7 of both the Background Report and the Policy Document.

The **safety element** establishes policies and programs to protect the community from risks associated with seismic, geologic, flood, extreme heat, and fire hazards. The safety element is found mostly in Chapter 7 of both the Background Report and the Policy Document.

The **economic development element** identifies trends in the local economy and sets general direction for improving the community’s economic sustainability and prosperity. The economic development element is found mostly in Chapter 2 of both the Background Report and the Policy Document.

The **public facilities and services element** identifies publicly owned facilities and service infrastructure. It sets policies to facilitate continued service to the community as it grows and develops. It sets a general direction for citywide school site planning, law enforcement and fire protection services, sewer and water infrastructure, and other local public facilities and buildings. The public facilities element is found mostly in Chapter 6 of both the Background Report and the Policy Document.

1.2.3 Relationship of General Plan to Other City Policies, Plans, and Ordinances

The General Plan is the overarching document for all of the City’s policies, plans, and ordinances. A number of the policies in the General Plan require the City of Hanford to prepare and maintain other more detailed plans, such as a sewer master plan or a zoning ordinance. The General Plan sets a general policy direction while the more detailed plans and ordinances serve to implement the goals and policies of the General Plan. They cannot be inconsistent with the General Plan. For example, the location of zoning designations in the Zoning Ordinance must be consistent with the land use designations in the General Plan. Similarly the locations planned for new sewer lines in the sewer master plan must be consistent with the areas planned in the General Plan for new growth, and the City’s capital improvements plan cannot budget money to build a major thoroughfare that is not shown in the General Plan.

1.2.4 Organization of Policy Document

The City’s General Plan is intended to be used by all members of the Hanford community, including residents, businesses, land developers, City staff, Planning Commissioners, and Councilmembers. The General Plan is composed of both text, maps, and tables. The text includes statements of goals and policies, some of which determine how the maps are to be drawn. The maps define the goals and policies in pictorial form. The General Plan is intended to present a clear and concise statement of the City’s goals and policies regarding the physical growth and development of Hanford. Some of the goals and policies have been carried over from the previous General Plan. For this General Plan, goals and policies are defined as follows:

- A **goal** is a description of the general desired result that the City of Hanford seeks to achieve through the implementation of its General Plan.
- A **policy** is a specific statement that regulates activities of the City, guides decision making, and directs on-going efforts toward the achievement of the goals. The policies set out the general standards that will be used by the City of Hanford in their review of land development projects and in their own City actions related to the physical development of Hanford.

In the Policy Document, goals are grouped under a topic heading and then numbered consecutively in each chapter with the first letter of the chapter's title preceding the number. For example, the first two goals of the Economic Development chapter (Chapter 2) are written as:

Economic Development and Employment Goals

Goal E1: A diverse and robust local economy capable of providing employment for all residents desiring to work in the city.

Goal E2: A diversity of commercial and industrial enterprises which provide goods, services, and employment opportunities consistent with Hanford's small-town, agricultural image.

Policies are also numbered consecutively with the first letter of the chapter's title preceding the number. Each policy has a topic heading. For example, the first two policies of the Land Use chapter (Chapter 3) are written as:

Policy L1 ***Planned Area Boundary***

Designate a Planned Area Boundary to serve as the limits of the area to be planned for urban development.

Policy L2 ***2035 Growth Boundary***

Designate a 2035 Growth Boundary to serve as the limits of the area to be developed with urban uses during the 2015 to 2035 planning period. Locate the 2035 Growth Boundary along major roadways and other natural or manmade physical features that can serve as a physical boundary between urban and agricultural uses.

1.3 Public Participation and General Plan Adoption Process

1.3.1 Public Participation Process

At the beginning of the General Plan Update process, a Public Participation Plan was prepared to guide the process of collaborating with the general public on the contents of the General Plan. A key component was the creation of a Citizen's Advisory Committee (CAC) by the City Council. The CAC was composed of approximately 20 individuals who either lived or owned property in Hanford. The City Council

appointed individuals to the CAC based upon their past civic participation and/or their particular knowledge or expertise in a certain aspect of Hanford. During the process of updating the General Plan, the CAC met at the Hanford City Hall roughly once every other month (sometimes more) for scheduled meetings between November 2013 and September 2015. These meetings were open to the public and were conducted under the rules of the Brown Act, with agendas and minutes prepared and distributed for each meeting. The CAC played a key role in the preparation of both the Background Report and the Policy Document of the General Plan. Their input guided both City planning staff and the City’s planning consultant in developing the goals and policies that are included in the General Plan.

Besides the opportunities provided for the public to comment at the CAC meetings, Planning Commission meetings, and City Council meetings, the City staff and the City’s planning consultant met with groups and individuals to receive additional input on the contents of the General Plan. Some of these group meetings included Hanford Chamber of Commerce events and a public outreach booth at the Hanford Thursday Night Marketplace in September 2014.

1.3.2 Adoption Process

Adoption of the General Plan is considered a quasi-legislative act of the City Council. In considering this General Plan, the City’s Planning Commission and City Council reviewed the document and its accompanying Environmental Impact Report (EIR). The Planning Commission reviewed the EIR and draft General Plan at a public hearing on March 14, 2017, and recommended that it be adopted. The draft General Plan was then reviewed by the City Council at a public hearing on April 18 and April 24, 2017. The City Council certified the EIR and subsequently voted to adopt the General Plan on April 24, 2017. The public was given opportunity to speak and comment on the draft General Plan at both the Planning Commission hearing on March 14th and the City Council hearing on April 18th.

1.3.3 General Plan Amendment Procedures

It is recognized that there will be instances where the General Plan may need to be amended. State law allows general plans to be amended up to four times per year, although best practices encourage that amendments be infrequent. Amendments must be adopted in accordance with State law, and cannot be inconsistent with other portions of the General Plan. Every proposal to amend the General Plan must be reviewed at a public hearing by the Planning Commission, who will make a recommendation regarding the proposed amendment. The City Council must then review the proposed amendment, along with the Planning Commission’s recommendation, at a public hearing and either approve or deny the proposed amendment.

Proposed amendments to the locations of land use designations on the Hanford General Plan Map may be directly initiated by the property owner(s) within the area of the proposed amendment, consistent with procedures established by the Community Development Director. All other amendments must be initiated by a vote of the City Council after being requested either by City staff or any individual making a formal request consistent with procedures established by the Community Development Director. Initiation of an amendment by the City Council has the effect of directing City staff to evaluate the proposed amendment,

prepare necessary environmental reviews, and bring a recommendation to the Planning Commission and City Council. Initiation by itself is not intended to indicate support for the proposed amendment. The City Council has the option to not initiate proposed amendments that are brought before them.

1.4 Hanford’s Overarching Principles

Hanford is a unique community that has become what it is today through the innumerable decisions made over many years by the individuals, groups, and businesses that have chosen to make Hanford their home, and who have chosen to invest their time, money, and efforts in its success. Over time, sometimes by purpose, and sometimes without specific intention, a number of shared overarching principles have emerged that are generally accepted by the majority of the Hanford community. Many of these principles were discussed at meetings held during the preparation of this General Plan. Many others can be seen in the City of Hanford’s description of itself and its purpose on the City of Hanford official website.

These principles have served as a guide in formulating the goals and policies of the General Plan. The principles are listed in a matrix in Table 1-1. The table illustrates how each principle is related to the elements in the General Plan. The red X’s in the matrix identify principles that are especially important to the development of that element. The principles related to each element will be stated again at the introduction of each chapter in the Policy Document.

Table 1-1 Hanford’s Overarching Principles	Economic Development	Land Use	Circulation	Open Space, Cons. & Rec.	Public Facilities & Services	Health & Safety	Housing	Air Quality
A prosperous community	X	X	X	X	X	X	X	X
Opportunities for housing and jobs that benefit the existing and future community	X	X					X	X
Enhancement of small town charm	X	X		X			X	
Facilitation of a successful business environment	X	X						
Downtown area as the physical, cultural, civic, and commercial center of Hanford	X	X	X		X		X	X
Hanford as the regional commercial, service, and government center of Kings County	X	X	X					
Diversification of Industry	X	X						
Enhancement of quality of life	X	X	X	X	X	X	X	X
Orderly growth and development, concentrically located around the historic center of the City	X	X	X		X		X	X
Responsible management of land resources		X		X		X	X	
Coordinated land use and circulation systems		X	X					
Respect for private property rights	X	X	X	X		X		
Enhancement of the historic center of the City	X	X	X	X	X	X	X	X
Preservation of farmland resources	X	X		X		X	X	
A well-designed, physically integrated, livable community	X	X	X	X	X	X	X	X
Safe, reliable, efficient movement of people and goods	X		X			X		
Less reliance on private motorized transportation		X	X			X		X
Safe and secure recreational facilities				X		X		
Superior, innovative recreational opportunities				X		X		
Collaborative local government relationship with citizens	X	X		X	X			
Protection and preservation of natural, cultural, and historic resources		X		X		X		X
Respectful provision of government services					X			
Efficient provision of utility services					X			
Clean, useable city facilities					X			
Safety, peace of mind, and high quality of life	X	X				X		
Protection from conditions that would pose a threat to life, environment, and property						X		
Safe, swift, and efficient response to emergencies			X			X		
Healthy and active citizens		X		X		X		

CHAPTER 2

ECONOMIC DEVELOPMENT

2.1 Principles Related to Economic Development

The Economic Development Element intends to ensure that Hanford grows and develops in a manner that is economically sustainable, resilient, and successful. Economic sustainability requires policies that incorporate wise fiscal thinking into public decision making. The Economic Development Element establishes goals and policies by which the City of Hanford has and will continue to institutionalize economic development as a core function of the City.

The City of Hanford intends the Economic Development Element to establish the long-term goals for the growth and development of the local economy, elaborate the public policies needed to achieve the goals, and identify key implementation actions. The goals and policies are targeted to Hanford’s desires for more and better-paying jobs, quality of life improvements, and sound fiscal management.

The guiding principles related to Economic Development and City Growth are as follows:

- A prosperous community
- Opportunities for housing and jobs that benefit the existing and future community
- Enhancement of small town charm
- Facilitation of a successful business environment
- Downtown area as the physical, cultural, civic, and commercial center of Hanford
- Hanford as the regional commercial, service, and government center of Kings County
- Diversification of Industry
- Enhancement of quality of life
- Orderly growth and development, concentrically located around the historic center of the City
- Respect for private property rights

- Enhancement of the historic center of the City
- Preservation of farmland
- An increase in the number of high-paid, high skilled jobs
- A range of employment opportunities
- A well-designed, physically integrated, livable community
- Safe, reliable, efficient movement of people and goods
- Safety, peace of mind, and high quality of life
- An expanded and diversified tax base

2.2 Economic Development and Employment

Economic development is the continual growth and restructuring of a local economy toward community-defined goals for economic well-being. The entire General Plan lays the foundation for the long-term growth and development of Hanford, including its economy. The General Plan may be fairly described as Hanford's top-line strategy to grow its revenue base as well as promote general welfare and prosperity.

The City of Hanford recognizes that business enterprises consider the image and reputation of a community when deciding where to locate or expand their business. Business owners and operators are generally looking for communities that have desirable places to live, work, visit, and raise a family. While it is recognized that private investment is the key ingredient in the growth and economic development of Hanford, the City of Hanford can play a vital role in shaping Hanford's prosperity through its economic policies.

Economic Development and Employment Goals

Goal E1: A diverse and robust local economy capable of providing employment for all residents desiring to work in the city.

Goal E2 A diversity of commercial and industrial enterprises which provide goods, services, and employment opportunities consistent with Hanford's small-town, agricultural image.

Goal E3: A business-friendly environment for both existing and new business enterprises.

Policy E1 Competitive Advantages

Continually identify, refine, and capitalize upon Hanford's economic competitive advantages to attract and enhance local economic activities.

Policy E2 Economic Development Strategy

Adopt and periodically update an economic development strategy with measurable objectives and action plans.

Policy E3 Economic Trends

Monitor changes in the economic base to identify positive and negative trends in the performance and mix of business in Hanford.

Policy E4 Local Jobs

Promote local hiring to increase resident retention, maintain a positive jobs-housing balance, and allow residents to work in the same community that they live.

Policy E5 Business Growth and Retention Program

Develop and support a business growth and retention program that promotes, encourages, and assists existing businesses in Hanford.

Policy E6 Transportation Connectivity

Enhance opportunities for economic development by pursuing greater regional transportation connectivity for people and goods through infrastructure improvements to railroads and highways.

Policy E7 Long-Term Infrastructure Needs

Ensure the long-term public services and infrastructure needs of the community are met as part of the overall approach to economic vitality and sustainability.

Policy E8 Arts and Culture

Support local arts and cultural activities that can contribute to the local economy, enrich residents’ lives, and strengthen a sense of community.

Policy E9 Tourism

Encourage uses, activities, and events that attract visitors and tourists to the community.

Policy E10 Positive Attitude Toward Economic Development

Create a positive attitude toward economic development among civic and cultural groups, local businesses, and City of Hanford employees.

Policy E11 Business-Friendly City

Strengthen the reputation of Hanford’s city government as one that is service-oriented and business-friendly.

Policy E12 Entitlements and Fees

Ensure clarity and transparency in the City of Hanford’s local ordinances, regulations, standards, and fee structures.

Policy E13 Timely and Fair Permitting Process

Ensure a timely, fair and predictable permit process that integrates multiple City departments into a single coordinated effort.

Policy E14 Business Partnerships

Encourage partnerships between the City of Hanford, private investment, and nonprofit organizations to promote economic sustainability.

Policy E15 Use of State and Federal Programs

Participate in federal and state programs that benefit the residents and businesses of Hanford.

2.3 Industry

The Kings Industrial Park is an industrial area on the south side of Hanford currently home to a dozen businesses providing 1,500 jobs, including jobs at the Del Monte facility. Many of the sites are vacant and available for industrial business investment, having only been used for agricultural uses. The industrial park is located two miles south of Highway 198, which connects to Interstate 5 and State Highway 99. In 2011, an Industrial Park Study evaluated existing conditions and recommended a marketing plan to accelerate industrial development. The Study evaluated the City’s policies, programs and projects that support the economic viability of the Industrial Park, assessing and updating a recruitment strategy as needed to bring new businesses into the Kings Industrial Park.

Through the creation and implementation of the Kings Industrial Park Strategy, Hanford reaffirmed the continuing importance of growing the industrial sector as an emerging source of jobs and economic growth in the City. Policies in this section reinforce that Strategy.

Industry Goals

Goal E4: A diverse industrial sector providing jobs for a well-trained work force.

Policy E16 Sufficient Land for Industry

Reserve sufficient space for industry, recognizing greater land requirements due to methods of operation and site selection processes.

Policy E17 Kings Industrial Park Strategy

Continue to support and implement the policies, projects, and programs identified in the Kings Industrial Park Strategy.

Policy E18 Retain Existing Industry

Protect and retain existing industry and allow existing industrial uses to expand, consistent with other General Plan policies.

Policy E19 Incompatible Uses Near Industry

Protect industrial land uses from the encroachment of uses that would impair industrial operations or create land use conflicts.

Policy E20 Train Locally

Establish a partnership with College of the Sequoias and/or other nearby educational providers to develop training programs to teach necessary industrial labor skill sets to local community members.

Policy E21 Advertise Available Land

Continue to assist in the marketing of vacant properties and buildings that are available for industrial development.

Policy E22 Transportation Improvements

Aggressively advocate for enhancing transportation infrastructure in support of business growth in the Kings Industrial Park.

2.4 Agriculture

Agricultural production and processing has been the major segment of the economic base in the Hanford region. With farm land on all sides, a land use strategy that promotes infill development and discourages sprawl development will protect the land that is vital to the agricultural economy. Hanford should make every effort to encourage the recruitment and expansion of businesses in the agricultural sector. This would include the promotion of Hanford as an ideal location for agricultural entrepreneurs.

Agriculture Goals

Goal E5: A healthy and sustainable agricultural economic sector.

Policy E23 Economic Development of Agriculture

Value and support agriculture as an industry and make it a key component of Hanford’s economic development strategy.

Policy E24 Recruit Agriculture-related Businesses

Recruit businesses that are agriculture-related, especially those that create value-added products.

Policy E25 Support Innovation in Agriculture

Support innovation in the production, processing, and distribution of agricultural products and services.

Policy E26 Protection of Agricultural Lands from Urban Encroachment

Utilize the Planned Area Boundary to delineate a long term boundary between agricultural and urban land uses, and strongly support long term agricultural operations outside the Planned Area Boundary that can be free from the threat of urban land use encroachment.

2.5 Commerce

Dynamic and active commerce allow residents to be close to their shopping needs. Shopping and use of local services are activities that enable social contact as well as business transaction. Providing for an array of commercial amenities will not only serve community members, but will provide for an increased number of local jobs.

Commerce Goals

Goal E6: A variety of opportunities for vibrant and successful commerce activities.

Policy E27 Commercial Enterprises

Encourage and support new commercial enterprises within areas planned for commercial development, consistent with other General Plan policies.

Policy E28 Commercial Investments

Encourage private-sector investment to continually upgrade and maintain the viability and attractiveness of existing commercial areas.

Policy E29 Shop Local

Promote locally owned businesses and support local jobs to recirculate money within the local economy.

Policy E30 Promote Retail Development

Promote retail development in proximity to where residents live to improve quality of life, retain taxable spending by Hanford residents, and attract shoppers from outside of Hanford.

Policy E31 Regional Retail Commercial Hub

Actively pursue commercial enterprises that strengthen and solidify Hanford's position as the regional retail commercial hub of Kings County.

Policy E32 New Targeted Retail Sectors

Actively pursue commercial enterprises in identified locally deficient retail sectors, such as electronics and appliances, sporting goods, fuel dispensing, and health and personal care.

2.6 Downtown

Downtown Hanford is the historic center for Hanford’s commercial activity as well as its hub for public gathering and interaction. It is the focal point of community activity and pride. A healthy, active downtown provides a foundation for the community, and conveys a positive message to prospective businesses about Hanford’s quality of life. Downtowns are typically the most dynamic areas of a city, and they continually evolve to meet the needs of changing culture over years and decades. The City of Hanford continues to engage in numerous efforts to make a place where businesses successfully operate, cultural and entertainment opportunities are enjoyed, and people can interact with each other.

Downtown Hanford Goals¹

Goal E7: A vibrant and thriving Downtown that serves as the City’s main commercial center and location for community events.

Goal E8: A distinct Downtown that sets Hanford apart from surrounding communities.

Policy E33 Downtown Promotion

Support and encourage Downtown retail businesses and cultural, recreational, and entertainment activities to ensure that the Downtown remains an attractive and unifying center for the city.

Policy E34 Mix of Downtown Uses

Promote the incorporation of office, additional retail, and residential uses into the Downtown that will provide additional customers for local business.

Policy E35 Downtown Infrastructure Improvements

Maintain parking, lighting, landscaping, sidewalk and other public improvements that support business activity and movement in the Downtown.

Policy E36 Policies Tailored for Downtown

Tailor policies, design standards, and programs that reinforce Downtown’s unique qualities and acknowledge its urban (as opposed to suburban) form and land pattern.

Policy E37 Property Based Improvement Districts

Encourage the use of property based improvement districts to finance infrastructure improvements that benefit all Downtown properties.

Policy E38 Downtown Parking

City to provide adequate shared public parking in the downtown area to encourage greater land use density.

¹ These goals are also found in Section 3.11.

Policy E39 Main Street Hanford

Continue to support the goals and policies of Main Street Hanford including:

- Identifying new downtown business opportunities
- Helping existing businesses expand
- Finding new uses for vacant buildings
- Converting upper stories to housing, office or commercial space
- Improving downtown business management techniques

Policy E40 Marketing Downtown

Support marketing programs that promote the Downtown as a center for commerce, arts, culture, and entertainment.

Policy E41 Downtown East Precise Plan

Implement the strategies and policies of the Downtown East Precise Plan.

Policy E42 Public/Private Partnerships

Participate in public/private partnerships for redevelopment of Downtown properties.

Policy E43 Solar Panels on Carports

Promote and encourage the installation of solar panels on carports in parking lots as a means of income generation and energy conservation.

CHAPTER 3

LAND USE & COMMUNITY DESIGN

This chapter constitutes the land use element of the Hanford General Plan. As per California Government Code Section 65302(a), this land use element includes the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. This chapter describes the extent the area planned for future growth of Hanford, as well as the purpose, general density and location of each type of land use designation.

3.1 Principles Related to Land Use & Community Design

Hanford’s overall guiding principles for land use form the basis for more detailed goal and policy statements. These principles are derived from existing mission statements of the City of Hanford and its departments, as well as discussions of the General Plan Update Citizen’s Advisory Committee during the preparation of this General Plan. Following are the guiding principles related to land use and community design:

- A prosperous community
- Enhancement of quality of life
- Orderly growth, concentrically located around the historic center of Hanford
- Responsible management of land resources
- Coordinated land use and circulation systems
- Respect for private property rights
- Enhancement of the historic center of Hanford
- Preservation of farmland
- A well-designed, physically integrated, livable community
- Opportunities for housing and jobs that benefit the existing and future community

- Enhancement of small town charm
- Facilitation of a successful business environment
- Downtown area as the physical, cultural, civic, and commercial center of Hanford
- Hanford as the regional commercial, service, and government center of Kings County
- Diversification of industry

3.2 Growth Management

The overall physical expansion of Hanford can be managed by the amount of land that is designated for development and by designating a boundary that limits the outward expansion of new growth. This promotes new development on underutilized properties in the city and also limits urban sprawl. If there is too much land designated for development then the urban boundary is not effective and urban sprawl is not contained. If not enough land is designated, then land markets are constrained, which causes land prices to rise unnecessarily and results in the need for housing and other necessary services to not be fully met. Therefore, the determination of the amount of land to designate for development is a key growth management tool for the General Plan.

Growth Management Goals

Goal L1: *A well planned community that grows in an organized fashion.*

Goal L2: *Development preference of vacant and underutilized properties.*

Goal L3: *Limitation of urban sprawl-style development patterns in new growth areas.*

After reviewing historical growth rates and projected growth trends, the Citizens Advisory Committee determined that the General Plan Update would assume Hanford's average annual population growth rate should be roughly 2.1%, which would result in a projected population of 90,000 persons in the year 2035. The estimated population on January 1, 2013, is 55,122 based on California Department of Finance statistics. This leaves a housing need for 34,878 persons between 2013 and 2035. Using the assumption of an average 3.0 persons per household, the housing need would be 11,626 total housing units. Since some land designated for development would not become available for development due to various environmental or market constraints, an additional 35% of the housing units were added to the projected need. This results in a target of 15,695 housing units that need to be accommodated. Table 3-1 summarizes these results.

Table 3-1: Residential Housing Unit Need 2013-2035

Target 2035 Population based on 2.1% annual growth rate	90,000	persons
2013 Actual Population (CA Dept. of Finance)	55,122	persons
New Persons Needing Housing 2013-2035	34,878	persons
Housing Unit Need (avg. of 3.0 persons per household)	11,626	housing units
Market Flexibility Factor: 35% of Need	4,069	housing units
Target Number of Housing Units to make Available	15,695	Units Needed 2013-2035

3.2.1 Development Boundaries

Development boundaries limit the outward physical expansion of the city to only occur within the designated boundaries. The size and location of the boundaries are determined by calculating the amount of land needed to meet future housing and commercial needs. The locations of the Planned Area Boundary and the 2035 Growth Boundary are shown on the General Plan Land Use Map, Figure 3-1. The following policies define the use of these development boundaries for managing growth over the life of the General Plan.

Policy L1 Planned Area Boundary

Designate a Planned Area Boundary to serve as the limits of the area to be planned for urban development.

Policy L2 2035 Growth Boundary

Designate a 2035 Growth Boundary to serve as the limits of the area to be developed with urban uses during the 2015 to 2035 planning period. Locate the 2035 Growth Boundary along major roadways and other natural or manmade physical features that can serve as a physical boundary between urban and agricultural uses.

Policy L3 Developable Land Inventory

Include enough land within the 2035 Growth Boundary to meet the projected land needs to accommodate growth through the year 2035, along with a 35% market flexibility factor that acknowledges existing constraints to development of some parcels.

Policy L4 New Development within Boundary

Approve new urban development only within the 2035 Growth Boundary.

Policy L5 Expansion of 2035 Growth Boundary

Consider expansion of the 2035 Growth Boundary only after making the following findings:

1. There have been building permits issued for more than 11,676 residential housing units within the city limits since January 1, 2013.
2. There is a need for additional land to be made available for urban development.
3. There is land identified in the urban reserve area Primary Sphere of Influence that should be considered for expansion should that need occur.

Policy L6 Agriculture and the Urban Fringe

Recognize and protect the right of agricultural uses within the growth boundary to exist and continue to operate in proximity to new development on the fringes of the City.

3.2.2 Spheres of Influence

Hanford’s Sphere of Influence delineates the city’s probable physical boundary and service area, as determined by the Local Agency Formation Commission (LAFCo) of Kings County. LAFCo’s policy is to adopt a Primary Sphere of Influence and a Secondary Sphere of Influence. The Primary Sphere of Influence determines the areas that can be annexed. The Secondary Sphere of Influence identifies areas where LAFCo recommends land use coordination between Hanford and Kings County. LAFCo makes the final determination on the location of both the Primary and Secondary Spheres of Influence.

Policy L7 Primary Sphere of Influence

Support and pursue an amendment of the City of Hanford’s Primary Sphere of Influence to be coterminous to the Planned Area Boundary.

Policy L8 Home Garden Community Services District

Support the continuance of the Home Garden Community Services District as an independent special district serving the existing Home Garden community. Support the existing location of the Home Garden Community Services District Sphere of Influence.

3.2.3 City Form

Hanford’s physical city form has been developing over time since the original railroad land plat was laid out. Locations of railroad lines, major roads, freeways, the downtown, the industrial park, the 12th Avenue commercial district, and other major physical features have all affected the overall city form. The following policies identify the direction for guiding the future form of the city.

Policy L9 Center of City

Maintain the historic downtown as the physical center of the community.

Policy L10 Residential / Industrial Separation

Discourage designation of land for new residential uses south of Houston Avenue.

Policy L11 Infill Development

Support, encourage, and incentivize, to the extent possible, infill development projects that can effectively utilize existing transportation and utility infrastructure.

Policy L12 Regional Commercial Centers

Locate regional commercial centers in areas that have access to major highways.

Policy L13 Development Boundary at 13th Avenue

Locate the 2035 Growth Boundary at 13th Avenue to maintain a rural agricultural land use buffer between Hanford and the communities of Grangeville and Armona.

Policy L14 Fourth High School Site

Coordinate with Hanford High School District to determine the location of a fourth high school site, with preference given to sites south of Highway 198.

3.2.4 Annexation

Annexation of land into Hanford allows previously undeveloped land to become available for development and allows the City of Hanford to provide the territory that is annexed with its full range of City services. The annexation process can serve as an interim growth management tool by limiting annexations to only the land that is needed for growth at the time. The following policies define Hanford’s process for annexing new territory.

Policy L15 Initiation of Annexations

Consider initiation of annexation of land into the City of Hanford only when the following criteria are met:

1. The land is within the Primary Sphere of Influence.
2. The capacity of the water, sewer, fire, school, and police services are adequate to service the area to be annexed, or will be adequate at the time that development occurs.
3. Land for development within the City limits is insufficient to meet the current land use needs.
4. The territory to be annexed is contiguous to existing developed areas.

Policy L16 County Islands

Initiate annexation of County islands when it is found that urban services are needed and can be provided or made available in the near future.

Policy L17 Plan for Services

Prepare and make publicly available a written Plan for Services that describes how urban services will be provided prior to initiating an annexation.

3.3 Land Use Designations

Land use designations are policy statements the City has developed to guide decisions about the type and intensity of development envisioned during the life of the General Plan. Unlike zoning districts, which regulate land uses, building envelopes, setbacks, height limits, and or design standards, land use designations are intended to be broad descriptions used to plan the physical layout of the city and promote a logical pattern of development. Ultimately, zoning districts must be consistent with land use designations included in the General Plan.

Residential land use capacity is measured in terms of density and housing units, while commercial, office, and industrial land use capacity is measured in terms of floor area ratio and gross building square footage.

There are 19 identified land use designations. They are identified on the Land Use Map (Figure 3-1) and in Tables 3-2, 3-3, and 3-4. Each designation is described in more detail in sections 3.4 through 3.9 of this chapter.

Land Use Designation Goals

Goal L4: Adequate land available to meet housing needs for all citizens through the year 2035.

Goal L5: Stable, high quality neighborhoods with housing integrated with schools, parks, and availability of everyday commercial goods and services.

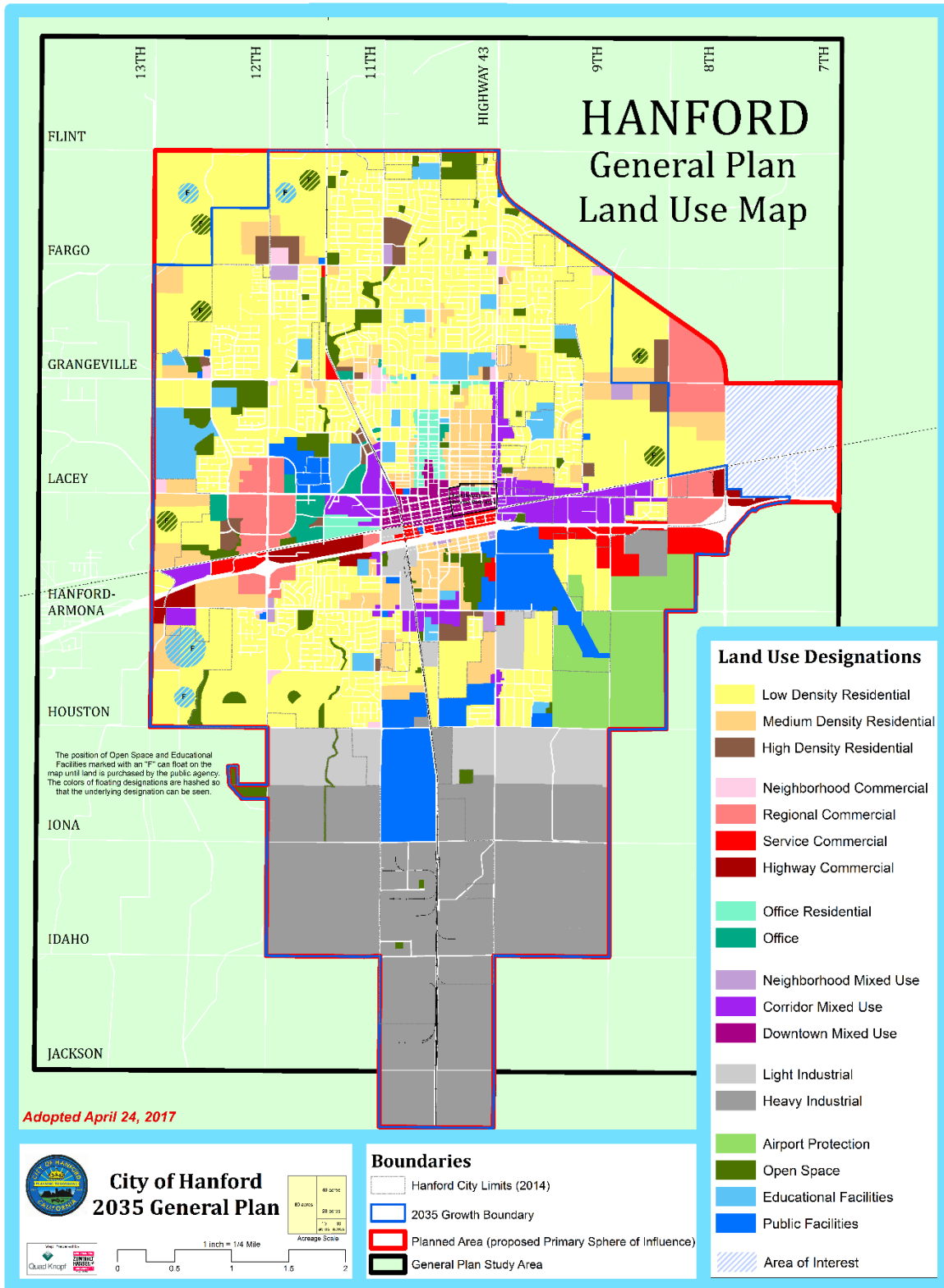
Goal L6: A wide range of housing choices that insure opportunities for a variety of age groups, lifestyles, and income levels.

Goal L7: Residential densities that encourage both compact and infill development.

3.3.1 Land Use Designation Map

The land use framework of the General Plan is illustrated in the General Plan Land Use Map (Figure 3-1), which is a graphic representation of the goals and policies in the Land Use Element of the General Plan. The Map designates the proposed general location, distribution, and extent of land uses. The varying land use designations are shown as color patterns on the Map.

Figure 3-1: General Plan Land Use Map



These density/intensity assumptions are used to determine circulation, public infrastructure, and service needs. The Map is to be used and interpreted in conjunction with the text and other figures contained in the General Plan. The legend of the General Plan Map includes the land use designations described below, which represent an adopted component of the Plan. Although the boundaries between land use designations often follow existing property boundaries, the Land Use Map is not necessarily parcel specific.

3.3.2 Land Use Designation Acreages and Densities

Table 3-2 identifies by acreage the amount of developed, undeveloped, underutilized, and available land in each land use designation. Table 3-3 uses the amount of available acres to estimate the capacity of the land for residential growth, as measured in housing units, and commercial and industrial growth, as measured in gross building square footage. The terms used in Tables 3-2 and 3-3 are defined below.

“Developed land” is land that is occupied by a permanent structure or urban use.

“Undeveloped Land” is land that is mostly vacant of structures and is currently unused for any purpose or is being used for agricultural or open space use.

“Underutilized Land” is land with a structure or structures that occupy only a small portion of the land and are being used significantly below its potential use.

“Available Land” is a combination of undeveloped land and underutilized land. The acreage is calculated as 100% of the undeveloped land plus 20% of the underutilized land because it is assumed that not all underutilized land will redevelop.

“Density” is the ratio of the number of dwelling units per gross acre in a given area or development.

“Floor Area Ratio” or “FAR” is a ratio of the total gross square feet of floor space of a building divided by the total square feet of the lot or parcel. For example, a 1-story building covering half of a lot would have a FAR of 0.5, while a 2-story building covering half of a lot would have an FAR of 1.0.

“Approved Tentative Subdivision Map Adjustment” is the difference between the estimated number of units that a parcel of land can accommodate using an average density calculation and the actual approved number of lots in an approved tentative subdivision map.

Table 3-4 pairs the new General Plan land use designations with the corresponding land use designations from the 2002 General Plan. As shown in the figure, Low Density and Very Low Density Residential has been combined to Low Density Residential, and Planned and Community Commercial has been combined to Regional Commercial. Educational Facilities, Airport Protection, and Area of Interest land use designations are new designations. Agriculture and Urban Reserve land use designations from the 2002 General Plan would be retired.

Table 3-2: Developed, Undeveloped and Available Acres by Land Use Designation

Land Use Designation	Developed Acres	Undeveloped Acres	Underutilized Acres	Available Acres	Total Acres
Low Density Residential	3,325	2,202	107	2,223	5,633
Medium Density Residential	532	472	29	478	1,033
High Density Residential	85	123	12	126	219
Total Residential	3,942	2,797	148	2,827	6,887
Neighborhood Commercial	36	38	0	38	74
Regional Commercial	220	154	6	155	380
Service Commercial	158	117	7	118	282
Highway Commercial	63	71	12	74	147
Total Commercial	478	380	26	385	883
Office Residential	89	20	5	21	114
Office	88	31	1	31	120
Total Office	177	51	6	52	234
Neighborhood Mixed Use	12	63	0	63	75
Corridor Mixed Use	261	156	97	175	514
Downtown Mixed Use	81	15	28	20	123
Total Mixed Use	354	233	125	258	712
Light Industrial	243	610	59	622	912
Heavy Industrial	807	2,824	59	2,836	3,690
Total Industrial	1,050	3,434	118	3,457	4,602
Airport Protection	111	625	63	638	799
Open Space	434	158	0	158	592
Educational Facilities	420	89	0	89	509
Public Facilities	566	299	0	299	865
Interest Area	49	509	43	518	601
TOTAL	7,580	8,575	529	8,680	16,684

Table 3-3: Estimated Available Land, Housing Units, and Commercial Square Footage

Land Use Designation	Available Acres	Avg. Units per Acre	Estimated Available Units	Estimated Avg. FAR	Estimated Available Sq. Ft.
Low Density Residential	2,223	4	8,892		
Medium Density Residential	478	9	4,302		
High Density Residential	126	16	2,000		
Total Residential	2,827	5.4	15,194		
Neighborhood Commercial	38			0.25	414,800
Regional Commercial	155			0.30	2,025,540
Service Commercial	118			0.20	1,030,542
Highway Commercial	74			0.25	804,880
Total Commercial	385				4,275,762
Office Residential	21	4	50	0.30	114,084
Office	31			0.40	539,796
Total Office	52	4.0	50		653,879
Neighborhood Mixed Use	63	10	150	0.25	518,691
Corridor Mixed Use	175	10	150	0.25	1,742,945
Downtown Mixed Use	20	20	400	1.50	290,400
Total Mixed Use	258	14.0	700		2,552,035
Light Industrial	622			0.20	5,416,076
Heavy Industrial	2,836			0.20	18,528,921
Total Industrial	3,457				23,944,997
Airport Protection	638				
Open Space	158				
Educational Facilities	89				
Public Facilities	299				
Interest Area	518				
TOTAL	8,680	5.5	15,944		31,426,673
Approved Tentative Subdivision Map Adjustment of -186 Units			15,758		

Table 3-4: Land Use Designation Comparison to 2002 General Plan

2035 General Plan Land Use Designations		2002 General Plan Land Use Designations
RESIDENTIAL USES		
Low Density Residential		Low Density & Very Low Density Residential
Medium Density Residential		Medium Density Residential
High Density Residential		High Density Residential
COMMERCIAL USES		
Neighborhood Commercial		Neighborhood Commercial
Regional Commercial		Planned Commercial & Community Commercial
Service Commercial		Service Commercial
Highway Commercial		Planned Highway Development
EMPLOYMENT USES		
Office Residential		Office/Residential
Office		Office
MIXED USES		
Neighborhood Mixed Use		(new)
Downtown Mixed Use		Downtown Commercial
Corridor Mixed Use		Mixed Commercial
INDUSTRIAL USES		
Light Industrial		Light Industrial
Heavy Industrial		Industrial
OTHER USES		
Airport Protection		Agriculture
Open Space		Conservation and Open Space
Public Facilities		Public Facilities
Educational Facilities		Public Facilities
Area of Interest		(new)

3.4 Residential Land Use

The residential land use districts vary primarily through development densities as well as the street improvements required in each district. The higher residential densities occur within the city's center core and along arterial roadways. Residential land use designations are organized into the following categories: Low Density Residential, Medium Density Residential, and High Density Residential. The placement of these designations on the Land Use Map establishes distinct residential land use categories that identify where certain density categories may occur. While the General Plan outlines overall development parameters, the Zoning Ordinance implements these designations through regulations for specific districts and allowed uses.

Residential Land Use Designations Goals

Goal L8: *A range of residential building types suitable for a variety of lifestyles, ages, affordability levels, and design options.*

Goal L9: *Distinctive neighborhoods that preserve and enhance the quality of life for residents.*

Policy L18 Compatibility with Surrounding Neighborhoods

Ensure that new development is compatible with existing and surrounding neighborhoods.

Policy L19 Minimum and Maximum Residential Densities

Establish minimum and maximum density ranges for each residential zone in the Zoning Ordinance that are consistent with the planned densities of each residential land use designation.

Policy L20 Infill Development

Encourage, support, and incentivize infill development in existing neighborhoods.

Policy L21 Planned Unit Developments and Density Bonuses

Adopt planned unit development and density bonus ordinances to provide and allow density increases in accordance with State Law.

Policy L22 Special Housing Types

Manufactured housing, modular housing developments, and second dwelling units shall be allowed subject to design regulations and existing ordinances, and in accordance with State Law.

Policy L23 Increased Density through Design

Consider revisions to design policies and ordinances to allow for an increase in residential density such as by encouraging homes with smaller setbacks and narrower streets widths where appropriate.

Policy L24 Availability of Infrastructure

Ensure that new residential developments have sufficient urban infrastructure and public facilities to accommodate the number and type of development being proposed.

Policy L25 Maintenance Districts

Require new residential subdivisions to form maintenance districts to maintain shared public improvements, such as landscaping, lighting, walls, streets, and other improvements as determined by the City Council.

Policy L26 Residential Parking

Residential developments shall provide adequate on-site parking for the specific use.

Policy L27 Mix of Densities in Neighborhoods

Encourage mixing of residential densities and lot sizes within neighborhoods.

Policy L28 Street Trees and Landscaping

Encourage all new residential developments to include shade trees along the street and install landscaping and irrigation systems that meet State requirements for low water use.

Policy L29 Agriculture

Recognize the right of agriculture to exist and continue to operate in proximity to the new residential development on the fringes of the city. 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.

Policy L30 Home Additions

Require home additions to be compatible with the mass, scale, and character of the existing home and neighborhood by using compatible building forms, materials, and features.

3.4.1 Low Density Residential

The expected density range for Low Density Residential is 2 to 10 units per gross acre with an expected average of 4 units per gross acre.

Policy L31 Purpose of the Low Density Residential Land Use Designation

Establish the Low Density Residential land use designation to provide mainly single family development on lot sizes typically found in urban settings.

Policy L32 Typical Uses in the Low Density Residential Land Use Designation

Define the uses allowed in the Low Density Residential land use designation to include residential uses in a variety of single-family lot types. Duplexes, second dwelling units, and home occupations can also be allowed when made compatible with the residential nature of the neighborhood.

Policy L33 Size of Lots in the Low Density Residential Land Use Designation

While it is recognized that existing lot sizes of 10,000 to 40,000 square feet are included in this designation, new individual lot sizes shall range from 5,000 to 10,000 square feet in size. Under Planned Unit Development provisions, smaller lot sizes at higher densities may be permitted when clustered around shared open space amenities or through density bonus policies.

3.4.2 Medium Density Residential

The expected density range for Medium Density Residential is 7 to 20 units per gross acre with an expected typical density of 9 units per gross acre. 20 units per gross acre may be achieved with density bonuses and conditional use permits.

Policy L34 Purpose of the Medium Density Residential Land Use Designation

Establish the Medium Density Residential land use designation to include residential uses such as duplexes, triplexes, fourplexes, townhomes, and lower density apartment complexes, as well as non-traditional, smaller single-family lots with designs such as zero lot lines, patio homes, and townhomes with lot sizes ranging from 4,500 to 7,500 square feet for single family developments. It is intended that development be conveniently serviced by neighborhood commercial and recreational facilities and have access to major collector or arterial streets.

Policy L35 Typical Uses in the Medium Density Residential Land Use Designation

Define the uses allowed in the Medium Density Residential land use designation to include residential uses such as duplexes, triplexes, fourplexes, townhomes, and lower density apartment complexes, as well as non-traditional, smaller single-family lots. It is intended that development be conveniently serviced by neighborhood commercial and recreational facilities and have access to major collector or arterial streets.

Policy L36 Design of the Medium Residential Land Use Designation

Develop and enforce design policies and/or ordinances for Medium Density Residential developments that ensure high quality construction, design, open space amenities, safety and security, and overall compatibility with the rest of the neighborhood.

Policy L37 Location and Size of the Medium Density Residential Land Use Designation

Locate the Medium Density Residential land use designation in and around the residential portions of Hanford's original townsite and in existing and new neighborhoods where there is direct access to major streets. The minimum area designated in a single location shall be three (3) acres.

3.4.3 High Density Residential

The expected density range for High Density Residential is 14 to 29 units per gross acre with an expected typical density of 16 units per gross acre.

Policy L38 Purpose of the High Density Residential Land Use Designation

Establish the High Density Residential land use designation primarily for multi-family apartment and condominium development in proximity to Arterial streets, commercial and recreational facilities, and employment centers.

Policy L39 Typical Uses in the High Density Residential Land Use Designation

Define the uses allowed in the High Density Residential land use designation to include multi-family residential dwellings in apartment buildings complexes

Policy L40 Design of the High Density Residential Land Use Designation

Develop and enforce design policies and/or ordinances for High Density Residential developments that ensure high quality construction, design, open space amenities, safety and security, overall compatibility with the rest of the neighborhood.

Policy L41 Location and Size of the High Density Residential Land Use Designation

Locate High Density Residential land use designations in close proximity to Arterial streets, commercial centers, recreational facilities, and employment centers.

3.5 Commercial Land Use

There are four Commercial land use designations that represent the spectrum of commercial uses in Hanford. Descriptions, typical allowed uses, locations, and standards applicable to each land use designation are identified. The Hanford Zoning Ordinance provides the enforcement mechanism to implement the identified policies.

Commercial Land Use Designations Goals

Goal L10: A wide range of commercial shopping opportunities that serve people's needs for goods and services at the neighborhood, citywide, and regional level, as well as the needs of the traveling public.

Goal L11: Commercial shopping opportunities that meet the anticipated need for population growth and economic development.

Goal L12: Compatibility of commercial land uses with adjacent, surrounding land uses.

Goal L13: Maintenance, enhancement and redevelopment of older commercial districts and shopping centers.

Goal L14: Local retail and services within comfortable walking and bicycling distance of all residents and employees.

3.5.1 Neighborhood Commercial

Policy L42 Purpose of Neighborhood Commercial Land Use Designation

Establish the Neighborhood Commercial land use designation to provide convenience commercial and neighborhood shopping centers serving a localized market that provide a range of necessary day-to-day retail goods and services.

Policy L43 Typical Uses in Neighborhood Commercial Land Use Designation

Define the uses allowed in the Neighborhood Commercial land use designation to include businesses providing day-to-day goods and services for the surrounding and nearby residential neighborhood. Uses that would primarily serve a citywide or regional market area shall not be allowed. Typical uses include markets, small retail shops, eating establishments, service stations, convenience stores, dry cleaning and laundry services, beauty salons, and other similar uses.

Policy L44 Design of Neighborhood Commercial Land Use Designation

Require that new development projects and major site reconfigurations in the Neighborhood Commercial land use designation lay out buildings and parking as a single, integrated shopping center with shared driveway access and parking, with walkways connecting buildings to each other and the street so as to promote pedestrian accessibility from nearby residential neighborhoods.

Policy L45 Location and Size of Neighborhood Commercial Land Use Designation

Locate Neighborhood Commercial land use designations on 3 to 10 acres at roughly one-mile intervals on one corner of an intersection of an arterial street and an arterial or collector street.

Policy L46 Anchor Tenants in Neighborhood Commercial Land Use Designation

Limit the total gross building square footage of the anchor tenant, such as a supermarket, in the Neighborhood Commercial land use designation to not exceed 55,000 square feet, and also to not exceed 50% of the shopping center's gross building square footage.

3.5.2 Regional Commercial

Policy L47 Purpose of Regional Commercial Land Use Designation

Establish the Regional Commercial land use designation to provide a variety of commercial goods, entertainment, and services in large format shopping centers for both the Hanford community and the larger region outside of Hanford.

Policy L48 Typical Uses in Regional Commercial Land Use Designation

Define the uses allowed in the Regional Commercial land use designation to include goods, entertainment, and services that benefit from the market synergy that occurs when the uses are located in close proximity to each other. Typical uses include retail sales in big box or large format buildings, shopping malls, eating establishments, and service stations. Prohibit uses that typically provide only day-to-day goods and services.

Policy L49 Design of Regional Commercial Land Use Designation

Require that new development projects and major site reconfigurations in the Regional Commercial land use designation lay out buildings and parking as a single, integrated shopping center with shared driveway access and parking, with walkways connecting buildings to each other and the street so as to promote pedestrian accessibility.

Policy L50 Location and Size of Regional Commercial Land Use Designation

Locate Regional Commercial land use designations along arterial streets near access to Highways 198 or 43. Offices and high density residential development are typically located adjacent to the Regional Commercial land use designation. Require new development projects to be a minimum 10 acres in size.

3.5.3 Service Commercial

Policy L51 Purpose of Service Commercial Land Use Designation

Establish the Service Commercial land use designation to provide for establishments that engage in servicing equipment, materials, products and related sales and travel conveniences, but which do not require the manufacturing, assembly, packaging or processing of articles or merchandise for distribution.

Policy L52 Typical Uses in Service Commercial Land Use Designation

Define the uses allowed in the Service Commercial land use designation to include a broad range of commercial activities such as businesses which have both retail and service components. Among these are uses such as vehicle sales and service; auto rental and equipment rental; motels; restaurants (including fast food); service stations; car washes; building material supply; warehousing; wholesale trade; contractors, suppliers, small equipment yards; and other similar uses.

Policy L53 Existing Service Commercial Designations

Encourage existing service commercial centers to expand or adapt to market changes through reuse, rehabilitation, and infill development.

Policy L54 Design of the Service Commercial Land Use Designation

Require that new development projects and major site reconfigurations in the Service Commercial land use designation provide site layouts, landscaping, and screening so that the site appears aesthetically pleasing from the public street.

Policy L55 Location and Size of Service Commercial Land Use Designation

Locate Service Commercial land use designations along Highway 198 and where they can serve as a buffer land use, such as between residential areas and railroad corridors. Require new development projects to be a minimum of one acre..

3.5.4 Highway Commercial

Policy L56 Purpose of Highway Commercial Land Use Designation

Establish the Highway Commercial land use designation to provide areas for commercial establishments that offer accommodations, supplies, services, or recreational opportunities primarily to the traveling public.

Policy L57 Typical Uses in Highway Commercial Land Use Designation

Define the uses allowed in the Highway Commercial land use designation to include businesses that support the recreation and tourism industry and to prevent the intrusion of incompatible, non-tourist related uses which would be overly disruptive or would directly compete with shopping areas of nearby communities. Typical uses include full-service hotels, motels, eating establishments, tourist-oriented retail goods, entertainment, and services, automobile related service and repair, and car washes.

Policy L58 Design of the Highway Commercial Land Use Designation

Require that new development projects and major site reconfigurations in the Highway Commercial land use designation provide site layouts, landscaping, and screening so that the site appears aesthetically pleasing from the public street.

Policy L59 Location and Size of Highway Commercial Land Use Designation

Locate Highway Commercial land use designations in areas that have nearby access to Highway 198 or Highway 43.

3.6 Mixed Land Use

The intent of the mixed-use land use designations is to provide for a mixture of stores, services, restaurants, offices, and homes (dwelling units) in close proximity, thereby allowing residents to work and shop close to home and reduce the length and frequency of trips between home, work, shopping, and services. This contributes to opportunities to increase the use of public transit, reduce auto dependency, provide a wider range of housing choices, and promote activity during more hours of the day. Both vertical and horizontal mixed-use developments are encouraged in the mixed use designations. The Hanford Zoning Ordinance provides the enforcement mechanism to implement the identified policies.

Mixed Use Land Use Designations Goals

Goal L15: More opportunities for mixed use projects.

Goal L16: A mix of land uses, vertical, horizontal or both, at appropriate locations in the city.

Goal L17: A mixture of commercial shopping and services with multi-family residential dwellings in a vibrant, walkable environment.

Goal L18: Opportunities to design land uses that meet people's residential and shopping needs while reducing reliance on automobiles.

3.6.1 Neighborhood Mixed Use

Policy L60 Purpose of Neighborhood Mixed Use Land Use Designation

Establish the Neighborhood Mixed Use land use designation to promote mixed-use commercial and multi-family residential areas that allow walking to and between the mix of uses. New development may be oriented towards an existing public street or a new street or civic space within the development site.

Policy L61 Typical Uses in Neighborhood Mixed Use Land Use Designation

Define the uses allowed in the Neighborhood Mixed Use land use designation to include multi-family dwellings along with businesses providing day-to-day goods and services for the surrounding and nearby residential neighborhoods. Commercial uses that would primarily serve a citywide or regional market area shall not be allowed. Typical uses include duplexes, townhomes, apartments, markets, small retail shops, eating establishments, service stations, convenience stores, dry cleaning and laundry services, beauty salons, and other similar uses. Both vertical and horizontal mixed-use developments are encouraged.

Policy L62 Design of Neighborhood Mixed Use Land Use Designation

Require that new development projects and major site reconfigurations in the Neighborhood Mixed Use land use designation provide site layouts, buildings, landscaping, walkways, and signage that are oriented primarily to the pedestrian. Require pedestrian access between residential and commercial uses and prohibit parking areas, walls, and landscaping in locations on the site that block or hinder pedestrian access. The maximum residential density permitted in a horizontal mixed use development is fifteen (15) dwelling units per acre.

Policy L63 Location and Size of Neighborhood Mixed Use Land Use Designation

Locate Neighborhood Mixed Use land use designations on eight (8) to twenty-five (25) acres at roughly one-mile intervals on one corner of an intersection of an arterial street and an arterial or collector street. This land designation takes the place of the Neighborhood Commercial land use designation on some corners.

Policy L64 Mix of Uses in Neighborhood Mixed Use Land Use Designation

Require that horizontal mixed use developments within the Neighborhood Mixed Use land use designation provide a minimum of thirty percent (30%) and a maximum of seventy percent (70%) of the site for multi-family residential dwellings. Require vertical mixed use developments to provide a minimum of three (3) dwelling units per acre and a minimum of 30,000 square feet of total commercial floor space.

3.6.2 Corridor Mixed Use

Policy L65 Purpose of Corridor Mixed Use Land Use Designation

Establish the Corridor Mixed Use land use designation to promote a mix of commercial, office, and multi-family residential uses along transportation corridors at a scale compatible with adjacent residential neighborhood, with the intent of creating a pedestrian-friendly environment that encourages walking between uses.

Policy L66 Typical Uses in Corridor Mixed Use Land Use Designation

Define the uses allowed in the Corridor Mixed Use land use designation to include small- and medium-scale commercial providing primarily day-to-day goods and services, office, and multi-family dwellings along with horizontal and vertical mixed use developments that include these uses. Typical uses include duplexes, townhomes, apartments, markets, small retail shops, eating establishments, offices, service stations, medical and dental offices, convenience stores, dry cleaning and laundry services, beauty salons, and other similar uses. Both vertical and horizontal mixed-use developments are encouraged.

Policy L67 Design of the Corridor Mixed Use Land Use Designation

Require that new development projects and major site reconfigurations in the Corridor Mixed Use land use designation provide site layouts, buildings, landscaping, and walkways that are designed to encourage pedestrian access on the site and between adjacent sites. Strongly encourage buildings to be located near the street corridor with parking to the side of or behind buildings.

Policy L68 Location and Size of Corridor Mixed Use Land Use Designation

Locate Corridor Mixed Use land use designations along one or both sides of portions of Arterial streets where a mix of commercial and residential uses would benefit the neighborhood. Specific locations shall include portions of 10th Avenue, Lacey Boulevard, Garner Avenue, and Hanford-Armona Road.

3.6.3 Downtown Mixed use

Policy L69 Purpose of Downtown Mixed Use Land Use Designation

Establish the Downtown Mixed Use land use designation as a unique pedestrian-oriented, multi-story, concentrated area of shopping, entertainment, eating establishments, high density housing, and offices primarily served by on-street or public parking concentrated in the historic center of Hanford to serve the entire community.

Policy L70 Typical Uses in Downtown Mixed Use Land Use Designation

Define the uses allowed in the Downtown Mixed Use land use designation to include a wide range of retail, financial, governmental, professional, business, service, dining, and entertainment activities, along with high density residential dwellings. Typical uses include small retail shops, eating and drinking establishments, townhomes, apartments, markets, professional services, convenience stores, beauty salons, and other similar uses. Vertical and horizontal mixed-use developments are encouraged.

Policy L71 Design of the Downtown Mixed Use Land Use Designation

Require that new development projects and major site reconfigurations in the Downtown Mixed Use land use designation provide site layouts, buildings, landscaping, walkways, and signage that are oriented primarily to the pedestrian. Require new buildings to be located at the street with parking behind the building. Enforce a set of design requirements that promote human-scale, urban-style development.

Policy L72 Location and Size of Downtown Mixed Use Land Use Designation

Locate Downtown Mixed Use land use designations in the historic center of Hanford.

Policy L73 Offices in Downtown

Encourage local-serving offices to locate in the Downtown.

3.7 Office Land Use

There are two Office land use designations. Descriptions, typical allowed uses, locations, and standards applicable to each land use designation are identified. The Hanford Zoning Ordinance provides the enforcement mechanism to implement the identified policies.

Office Land Use Designations Goals

Goal L19: Office areas and uses that provide jobs to Hanford residents and expand Hanford's long-term economic viability.

Goal L20: Historic dwellings that are maintained and enhanced through their reuse as small offices.

3.7.1 Office

Policy L74 Purpose of Office Land Use Designation

Establish the Office land use designation to support professional, non-retail businesses, along with medical and health care needs in a large campus-style setting as part of a resilient economic base.

Policy L75 Typical Uses in Office Land Use Designation

Define the uses allowed in the Office land use designation to include professional and medical businesses and institutions typically found in an office building or campus environment. Typical uses include professional offices, medical offices, hospitals, and medical clinics.

Policy L76 Size and Access of Office Land Use Designation

Require that Office land use designations be a minimum 10 acres in size, regardless of individual property ownership, and designed as single integrated campus or set of buildings with internal access within the campus and pedestrian access to other adjacent commercial and residential areas.

Policy L77 Location of Office Land Use Designation

Locate Office land use designations in areas that have direct access to an Arterial street and that are adjacent to a Regional Commercial, Corridor Mixed Use, or Downtown Mixed Use land use designation. Existing large office and medical facilities may be exempted from this requirement.

Policy L78 Design of Office Land Use Designations

Establish office design policies and standards for new construction and major alterations and additions, including criteria for building massing, exterior materials, landscaping, and location of parking.

3.7.2 Office Residential

Surrounding much of the historical downtown are older homes, some of which are in the process of converting from conventional single family units to offices. Many of these structures are large and have stunning architectural features that add significantly to the atmosphere of the downtown.

Policy L79 Purpose of Office Residential Land Use Designation

Establish the Office Residential land use designation to preserve and enhance existing residential structures by allowing them to convert to offices, bed and breakfast inns, or a combination of office and residential units.

Policy L80 Location of Office Residential Land Use Designation

The Office land use designation shall be located near the Downtown Mixed Use designation or other areas that have concentrations of historic or heritage residential dwellings. General locations include houses along Grangeville Boulevard, between 10th and 11th Avenues, Redington, Irwin, and Douty Streets between Ninth Street/Dewey Street, and Ninth Street between Brown Street and 10th Avenue.

Policy L81 Design of Office Conversions

Ensure that the houses converted to non-residential uses maintain the residential character of the neighborhood by minimizing changes to landscaped front yards and exterior building elevations, by not allowing new on-site parking in front yards, and by allowing only low-profile signage for businesses.

Policy L82 Design of Conversions Historic Character

Ensure that the historic architectural character is maintained when a houses is converted to non-residential uses.

3.8 Industrial Land Use

Hanford industrial uses are mostly concentrated in the southern portion of the city. The area includes a wide range of uses including agriculture processing and packaging, storage yards, and both light and heavy industrial uses. The Kings Industrial Park is envisioned as a job center that will aid in the economic development and growth of Hanford by attracting more industrial uses. The Industrial Land Use categories include both light and heavy industrial uses as described in detail in the paragraphs that follow. This section provides descriptions, development intensities, policies and standards applicable to the industrial land use designation. The Hanford Zoning Ordinance provides the enforcement mechanism to implement the identified policies.

Industrial Land Use Designations Goals

Goal L21: Enhanced and expanded economic and employment base.

Goal L22: Available land for a wide range of industrial uses that provide jobs for Hanford and Kings County residents.

3.8.1 Light Industrial

Policy L83 Purpose of Light Industrial Land Use Designation

Establish the Light Industrial land use designation to support warehousing operations, storage, business parks, research and development facilities, and establishments engaged in light manufacturing, assembling, packaging, and processing that are not obnoxious or offensive to nearby properties due to odor, dust, exhaust, noise, vibration or other nuisances.

Policy L84 Typical Uses in Light Industrial Land Use Designation

Define the uses allowed in the Light Industrial land use designation to include warehousing operations, storage, business parks, research and development facilities, and business and commercial uses that support light industrial uses. Uses are typically conducted within buildings with some limited outside storage or activity permitted. Uses in this designation differ from uses in the heavy industrial designation in that operations are smaller in scale, truck traffic is typically less intense, and customers may visit the site more often.

Policy L85 Location of Light Industrial Land Use Designation

Locate Light Industrial land use designations south of Houston Avenue to serve as a land use buffer between Residential and Heavy Industrial land use designations. Locations north of Houston Avenue that

are near rail lines or that have access to Arterial streets, are also allowed when they do not result in land use compatibility conflicts.

Policy L86 Size of Light Industrial Land Use Designations

Require that the area of Light Industrial land use designations be a minimum 5 acres, regardless of individual property ownership, when located north of Houston Avenue.

3.8.2 Heavy Industrial

Policy L87 Purpose of Heavy Industrial Land Use Designation

Establish the Heavy Industrial land use designation to provide for manufacturing facilities and industries that may be obnoxious due to odor, dust, smoke, gas, noise, vibration or similar causes and therefore require isolation from many other kinds of land uses.

Policy L88 Typical Uses in Heavy Industrial Land Use Designation

Define the uses allowed in the Heavy Industrial land use designation to include industrial parks, manufacturing, truck terminals, fabrication, processing, assembling, warehousing and distribution, large machinery sales and service, and research and development activities. The uses in this designation differ from uses in the light industrial designation in that operations are typically larger in scale, freight rail service may be needed, large trucks and equipment are utilized, outside processing and storage of materials may be permitted, and nuisance effects may be higher.

Policy L89 Location of Heavy Industrial Land Use Designation

Locate Heavy Industrial land use designations south of Houston Avenue, between 9th Avenue and 12th Avenue. Locate the Heavy Industrial land use designation adjacent to only a Light Industrial, Open Space, or Public Facilities land use designation to minimize conflicts with other land uses.

Policy L90 Generous Supply of Industrial Land

Maintain a generous supply of industrial land that is attractive and desirable to potential industrial developers.

Policy L91 Incompatible Adjacent Land Uses

Prohibit the establishment of Residential and other sensitive land uses near Heavy Industrial land use designations.

3.9 Other Land Uses

3.9.1 Airport Protection

The Airport Protection land use designation is intended to promote the safe operation of Hanford Municipal Airport and protect its viability as a significant economic resource to the community by discouraging incompatible nearby land uses and densities.

Airport Protection Land Use Designation Goals

Goal L23: Reduction of the risk and nuisance to people and property by limiting the type and intensity of development in the vicinity of the Hanford Municipal Airport.

Policy L92 Purpose of Airport Protection Land Use Designation

The purpose of the Airport Protection land use designation is to ensure that land uses in the vicinity of Hanford Municipal Airport are compatible with airport operations and are consistent with the Hanford Municipal Airport Master Plan.

Policy L93 Types of Uses in Airport Protection Land Use Designation

Allow uses that are compatible with the noise, air quality, and traffic impacts associated with airports, such as aviation-oriented commercial and industrial uses, to be located near the Hanford Municipal Airport whenever possible. Typical uses include agricultural uses and rural residential uses at very low densities.

Policy L94 Airport Master Plan

Support the goals and policies of the Hanford Municipal Airport Master Plan and the County Airport Land Use Compatibility Plan.

3.9.2 Open Space

Open space is land where the undeveloped land with natural features have been retained. It can include natural drainage courses as well as a small park. The value of open space then can be viewed according to its function. Open space can have a productive function wherein lands are used for agriculture or preservation of natural features. Active and passive recreation is an additional important function of open space. The following goals and policies are established to guide the land use designation. Open space, recreation, and parks are further discussed in Chapter 5.

Open Space Land Use Designation Goals

Goal L24: Adequate provision of sites for parks and open space to serve projected population growth.

Goal L25: Provision of adequate recreation opportunities near schools wherever possible.

Policy L95 Purpose of Open Space Land Use Designation

Establish the Open Space land use designation to protect and enhance existing parks, designated agricultural easement preserves, and drainage courses and identify sites for new parks.

Policy L96 Types of Uses in Open Space Land Use Designation

Typical uses in the Open Space land use designation include parks, pathways, storm drainage basins and water recharge areas, reservations for future freeway interchanges, areas designated for noise attenuation, and major landscape corridors along entryways into the city. While the Open Space designation is intended primarily for public agency use, private land may be designated Open Space. These would include land with storm drainage or other open space “easements” or private environmental or agricultural preserves.

Policy L97 Open Space Conversion

Prohibit conversion of land designated as Open Space to developed urban uses unless an overriding public purpose requires such a conversion.

3.9.3 Educational Facilities

Hanford has many elementary schools, middle schools, high schools, colleges, and junior colleges to provide education for residents in the Hanford region. The location and design of these educational facilities can significantly enhance the viability and attractiveness of individual neighborhoods.

Educational Facilities Land Use Designation Goals

Goal L26: Adequate and accessible educational institutions supporting the needs of Hanford’s residents and businesses.

Goal L27: Appropriate sites for educational facilities to serve projected population growth.

Policy L98 Purpose of Educational Facilities Land Use Designation

Establish the Educational Facilities land use designation for existing and future public and private schools (kindergarten through college).

Policy L99 Types of Uses in the Educational Facilities Land Use Designation

Typical uses in the Educational Facilities land use designation include elementary schools, middle schools, high school, and colleges.

Policy L100 Location of Educational Facilities Designation

Locate the Educational Facilities Designation on existing school facilities, and in new areas planned for residential neighborhoods. Where a site is not yet developed, the land use designation is allowed to “float” on the Land Use Map within the one-mile square section in which it is located. Locations along collector streets are preferred for new elementary schools.

3.9.4 Public Facilities

This Public Facilities land use designation is applied to parcels that are publicly owned and/or house publicly operated non-educational facilities, and is intended to meet the public service needs of the Hanford. Public Facilities include fire protection and police facilities, waste water treatment facility, Kings County Government offices and jail, Municipal Airport, cemeteries, Kings County Fairgrounds, storm water collection basins, and City and County maintenance yards.

Public Facilities Land Use Designation Goals

Goal L28: Adequate and accessible civic, utility, institutional, cultural, and service uses supporting the needs of Hanford’s residents and businesses.

Goal L29: Appropriate sites for public facilities to serve projected population growth.

Policy L101 Purpose of Public Facilities Land Use Designation

Establish the Public Facilities land use designation to accommodate municipal facilities and government operations.

Policy L102 Types of Uses in Public Facilities Land Use Designation

Typical uses in the Public Facilities land use designation include public works yards, airports, waste water treatment plants, commuter parking lots, government offices, community centers, recreation centers, museums, fire stations, jails, and other similar activities conducted on property owned by the City, County or other State, federal, or local agencies.

Policy L103 Location of Public Facilities Designation

Locate the Public Facilities land use designation on land owned by Hanford, Kings County, or other local or regional public agencies.

3.9.5 Areas of Interest

Policy L104 Purpose of Area of Interest Land Use Designation

Establish the Area of Interest land use designation in areas that are integral to planning Hanford’s future land uses, but does not contain specific land use designations. The Area of Interest is applied to land that is either not anticipated to develop within the planning horizon, is not ready to be planned with specific land use designations, and/or has significant infrastructure constraints which must be addressed prior to development of the area.

Policy L105 Location of Area of Interest Land Use Designation

Locate an Area of Interest land use designation on the square mile bounded by Grangeville Boulevard, Lacey Boulevard, 7th Avenue, and 8th Avenue to reserve the area for future, but currently unknown land uses that may be associated with a high speed rail station.

3.10 Community Design

An important aspect of a community's growth is its physical form and how this physical environment can contribute to a positive community identity. The visual aesthetics of places, both natural and manmade, contribute to the identity of a community. Through community design, Hanford can build and sustain an urban fabric that strengthens its assets and strives to bring coherence and an ongoing identity to this growing community. High-quality design contributes to memorable, vibrant places where people enjoy spending time. Engaging buildings and public spaces include pedestrian-friendly walkways and entries, open spaces, attractive streets, and efficient parking.

Community Design Goals

Goal L30: Preservation and enhancement of Hanford's unique character and achievement of an optimal balance of residential commercial, industrial, public and open space land uses.

Goal L31: Maintenance and enhancement of Hanford's unique and small town charm.

Goal L32: Improvement in Hanford's quality of life through use of practical design principles and standards.

3.10.1 Sustainable Development

Sustainable development is generally defined as an approach to land development that meets the needs of the current population without compromising the ability of future generations to meet their needs. At the individual development project level, a sustainable development project is designed and operated to minimize resource consumption, reduce dependency on the automobile, reduce maintenance and utility expenses, and improve social health and interaction. The General Plan supports growth patterns that protect 's valuable agricultural land and open space by first maintaining established urban limit lines and directing housing and employment growth toward infill sites and underutilized properties. In addition, the General Plan directs growth toward walkable and mixed-use areas that are planned to integrate housing with regional transit, employment, services, and amenities.

The goals and policies in this section address growth and sustainable development at a city-wide level. Policies in this Element provide more specific direction related to how growth and development should occur within the many neighborhoods, corridors, and downtown.

Policy L106 Residential Design Policies

Develop policies and ordinances that require design elements for residential land uses that facilitate neighborhood interaction, such as front porches, front yards along streets, and entryways facing public walkways.

Policy L107 Revitalization and Redevelopment

Encourage property owners to revitalize or redevelop abandoned, obsolete, or underutilized properties to accommodate growth.

Policy L108 Transit-Oriented Development

Support high-density transit oriented development within the city’s Downtown, Mixed Use Corridors, and at the intersections of major thoroughfares to improve transit ridership and to reduce automobile use, traffic congestion, and greenhouse gas emissions.

Policy L109 Mixed-Use Neighborhoods

Encourage the integration of a variety of compatible land uses into new and established neighborhoods to provide residents with convenient access to goods, services, parks and recreation, and other community amenities.

Policy L110 Infrastructure Capacities

Ensure that adequate infrastructure capacities are available to accommodate planned growth throughout the city.

3.10.2 Complete Neighborhoods

Complete neighborhoods meet the daily needs of residents and provide a mix of amenities, including pedestrian- and bicycle-friendly streets, parks, community centers, day care centers, community gardens, affordable housing, and neighborhood commercial and service uses. Supporting goals and policies related to Complete Neighborhoods are also provided in Chapters 4 and 7.

Policy L111 Complete Neighborhoods

Promote efforts to make new and existing neighborhoods more complete by encouraging the development of a mix of complementary uses and amenities that meet the daily needs of residents. Such uses and amenities may include parks, community centers, religious institutions, daycare centers, libraries, schools, community gardens, and neighborhood commercial and mixed-use developments.

Policy L112 Centralized Amenities

Encourage the development of neighborhood amenities and complimentary uses in central locations of the neighborhood whenever feasible.

Policy L113 Infill Development in Neighborhoods

Protect the pattern and character of existing neighborhoods by requiring new infill developments to have complimentary building forms and site features.

Policy L114 Services and Facilities

Include easily accessible services and facilities within each neighborhood to meet the daily needs of neighborhood residents. Most residents should live within a ½ mile walking distance of schools, parks and retail services.

Policy L115 Housing Diversity

Encourage residential developments to have households with a diverse range of income levels.

Policy L116 Public Spaces

Maintain existing and develop new community services and gathering spaces that allow for increased social interaction of neighbors, (i.e. parks, community centers and gardens, schools, commercial areas, churches, and other gathering spaces).

Policy L117 Neighborhood Retail Goods and Services

Encourage the development and maintenance of compatible neighborhood retail and services within walking distance of residences as a means to promote the creation of “complete” neighborhoods.

Policy L118 Full Service Grocery Stores

Encourage the location of full service grocery stores within or adjacent to residential neighborhoods.

Policy L119 Preservation of Neighborhood Character

Promote the preservation of positive character defining elements in neighborhoods, such as architecture; design elements like setbacks, heights, number of stories, or attached/detached garages; landscape features; street design; etc.

Policy L120 Encroachment of Incompatible Land Uses

Protect residential neighborhoods from the encroachment of land uses that may have a negative impact on the residential living environment.

Policy L121 Private Property Maintenance

Encourage the maintenance of private property within the city’s neighborhoods, and actively enforce the City’s codes related to blight.

3.10.3 City Gateways

Policy L122 Gateway Monument Signs

Enhance key city entrances on primary vehicular corridors. Provide gateway features such as monument signs or archways at major entrances to Hanford, including

- Highway 198 at Highway 43

- Highway 43 at 10th Avenue
- Grangeville Boulevard at Highway 43
- Highway 198 at 13th Avenue
- East Lacey Boulevard at Highway 43

3.11 Downtown Hanford

Hanford’s historic downtown is the heart of the city. Many efforts have been taken over the years to maintain and improve upon its uniqueness. Examples of those efforts include special design guidelines, zoning, and the Downtown East Precise Plan. This General Plan strives to continue and build upon past efforts.

Downtown Hanford Goals

Goal L33: A historic Downtown area that remains the physical, cultural, civic, and commercial center of city.

Goal L34: A Downtown that is active, vibrant and safe place to be at all times of the day or night.

Goal L35: A safe, comfortable, and enjoyable pedestrian environment in the Downtown that encourages walking, sidewalk dining, window shopping, and social interaction.

Policy L123 Downtown Scale and Character

Encourage continued improvement and redevelopment of the Downtown area with new specialty shops, restaurants, major stores, offices, and supporting commercial uses, but retain the small-town scale and character conveyed by existing development with an appropriate transition between commercial and adjoining existing residential areas.

Policy L124 Downtown Mix of Uses

Encourage mixed-use, local serving offices and commercial development projects in the Downtown mixed with multi-family residential development.

Policy L125 Downtown Vertical Mixed Use

Prioritize vertical mixed use and a diversity of retail uses to facilitate pedestrian storefront shopping in the downtown area.

Policy L126 Downtown Government Offices

Locate new local, State, and federal offices in the Downtown area to the greatest extent possible.

Policy L127 Downtown Retail Frontages

Require storefront-style frontages and entrances on new and major renovated buildings within the Downtown.

Policy L128 Downtown Transit Oriented Development

Encourage transit-oriented development, including mixed use, high density housing, and commercial and office uses, in the Downtown.

Policy L129 Downtown Housing

Encourage the development of a variety of urban housing opportunities, including housing units above ground floor retail and office uses, in the Downtown to increase market support for businesses, extend the hours of downtown activity and create alternative housing opportunities for those desiring a urban living environment.

Policy L130 Downtown Off-street Parking

Provide public off-street parking facilities within the Downtown.

Policy L131 Downtown Social Interaction

Increase opportunities for social activity in the Downtown area, by providing parks, plazas, wide sidewalks, and open space areas and by encouraging arts, cultural, and community events.

Policy L132 Downtown Festivals

Continue to hold community festivals primarily in the Downtown area.

Policy L133 Downtown Public Art

Encourage a concentration of public art within the Downtown area.

Policy L134 Downtown Structures with Historical Value

Encourage the conservation and/or restoration of existing structures with recognized historical value.

3.12 Infill Development

Downtown, historic areas near Downtown, and other existing neighborhoods hold great opportunities for infill housing and mixed use development because shopping, jobs, parks, and community destinations are often located all within a short walking distance of these areas. Infill development serves as a means of accommodating growth, while preserving open space areas, reducing vehicle miles traveled, and enhancing livability/quality of life.

An infill development site is defined as any parcel or group of parcels that are vacant or underdeveloped and surrounded by development on at least 75% of its perimeter. Infill sites may include previously developed sites that may/will be redeveloped. Examples include:

- Mixed use development in the Downtown and/or in areas within walking distance to transit, employment centers, and commercial services where the environmental impacts of the development would be minimized;
- Residential infill in/near established neighborhoods;
- Increased densities on sites that can accommodate the increases without having an adverse effect on adjacent properties;
- Targeted residential infill development that address the needs of seniors, lower income households, single households and empty nesters, young professionals, and other special needs groups; and,
- Rehabilitation of older apartment complexes.

Infill Development Goals

Goal L36: Infill development that is sensitive to existing adjacent neighborhood development.

Goal L37: Infill development that is incentivized and prioritized by the City of Hanford.

Policy L135 Infill Development Support

Support, encourage and, to the extent possible, incentivize infill development projects that can effectively utilize existing transportation and utility infrastructure.

Policy L136 Infill Parcel Assembly

Encourage land assembly to achieve building sites large enough to support infill development.

Policy L137 Creative Design Solutions

Allow unique, diverse, and creative design solutions for infill development that are compatible with and enhance surrounding land uses.

Policy L138 Incentives for Infill Development

Examine and consider policies that promote, encourage, and incentivize infill development, including upgrading older infrastructure and public amenities reducing impact fees, streamlining permitting processes, and allowing smaller lot sizes, reduced setbacks, and innovative planning and design standards that support projects on sites that are otherwise difficult to accommodate development.

3.13 Corridor Areas

The East Lacey Corridor and Hanford-Armona Road Corridor are two specific transportation corridors that have underutilized potential to stimulate new land use development opportunities and provide a positive visual image of Hanford. These areas are a "window" into the community and can reflect the economic success and vitality of Hanford. The properties were identified as areas that could accommodate new growth and revitalization desired in Hanford.

Corridor Area Goals

Goal L38: Revitalized Arterial corridors that accommodate a mix of nonresidential and residential uses that generate activity and economic vitality and improve the visual character.

3.13.1 East Lacey Boulevard Corridor Area

East Lacey Boulevard provides the connection from State Route 43 to the eastern entryway to Hanford's downtown. This two-mile stretch of roadway from Highway 43 to 10th Avenue has a variety of existing land uses, including motels, a bowling alley, veterinary clinic and kennel, retail stores, bars, and restaurants. This corridor was part of the State Highway 198 route to Visalia before the highway was relocated, and many of the businesses from that era still remain. New regional retail development is planned for Lacey Boulevard near Highway 43, and if a Hanford high speed rail station becomes a reality, then East Lacey Boulevard will become a primary access corridor to the planned station as well as the future regional commercial land uses.

Policy L139 East Lacey Boulevard Residential and Mixed Use Development

Encourage residential and mixed use development in the East Lacey Corridor for parcels west of 8 ½ Avenue to 10th Avenue.

Policy L140 East Lacey Boulevard Gateway

Evaluate opportunities to enhance vehicular entrance to the community and consider a city gateway feature along State Route 43 at Lacey Boulevard.

Policy L141 East Lacey Boulevard Transformation of Auto-Oriented and Strip Commercial Uses

Support the transformation of auto-oriented and strip commercial uses into attractive pedestrian-oriented developments that frame and enhance the visual character of the East Lacey Boulevard corridor.

Policy L142 East Lacey Boulevard Regional Center

Provide for a regional center that has an appealing mix of tenants and are designed with site amenities to attract customers from both local neighborhoods and region-wide communities.

Policy L143 East Lacey Boulevard Lot Consolidation

Support lot consolidation and master planning for multiple parcels.

Policy L144 East Lacey Boulevard Development Standards

Discourage new “strip” commercial development along East Lacey Boulevard from an overall community development perspective. Develop design policies and regulations that identify a minimum percentage of street facing building facades and minimize the exposure of parking along the street.

Policy L145 East Lacey Boulevard Design Policies and Ordinances

Develop design policies and ordinances for mixed use development that provide for pedestrians and bicyclists including features such as street trees, buildings close to the street, de-emphasis of parking lots and garages, limitation of driveway cuts, traffic-calming features, clearly defined street crossings, adequate lighting, and street furnishings.

Policy L146 East Lacey Boulevard Specific Plan

Consider preparation of a Specific Plan for the East Lacey Corridor.

3.13.2 Hanford-Armona Road Corridor Area

Hanford-Armona Road is the key east-west corridor for the south side of Hanford. This three-mile stretch of roadway between 10th Avenue and 13th Avenue has a both commercial and residential land uses. The western end of the corridor also lies within the Southwest Planning Area. A majority of this section of corridor is farm land or vacant land except for several single family homes and a multi-family residential development.

Policy L147 Hanford-Armona Road Residential and Mixed Use Development

Encourage residential and mixed use development in the Hanford-Armona Road Corridor between 10th and 13th Avenues.

Policy L148 Hanford-Armona Road Gateway

Evaluate opportunities to enhance vehicular entrance to the community and consider a city gateway feature along State Route 198 at Hanford-Armona Road.

Policy L149 Hanford-Armona Road Transformation of Auto-Oriented and Strip Commercial Uses

Support the transformation of auto-oriented and strip commercial uses into attractive pedestrian-oriented developments that frame and enhance the visual character of the Hanford-Armona Road Corridor.

Policy L150 Hanford-Armona Road Boulevard Development Standards

Discourage new “strip” commercial development along Hanford-Armona Road from an overall community development perspective. Develop design policies and regulations that identify a minimum percentage of street facing building facades and minimize the exposure of parking along the street.

Policy L151 Hanford-Armona Road Design Policies and Ordinances

Develop design policies and ordinances for mixed use development that provide for pedestrians and bicyclists including features such as street trees, buildings close to the street, de-emphasis of parking lots and garages, limitation of driveway cuts, traffic-calming features, clearly defined street crossings, adequate lighting, and street furnishings.

Policy L152 Hanford-Armona Road Public and Industrial Facilities

Improve the appearance of existing industrial and public facility uses through the use of screening and landscaping enhancements.

Policy L153 Hanford-Armona Road Entrance to Airport

Improve the appearance of the entrance to the Hanford Municipal Airport at the intersection of 10th Avenue and Hanford-Armona Road through the use of decorative signing and landscaping enhancements.

3.14 New Growth Planning Areas

Four new growth areas have been established in areas that are predominantly undeveloped and currently used for agriculture. This section provides policies and actions to ensure balanced growth in these areas with adequate public facilities and services, and strategies for quality design.

This goal and its supporting policies encourage development within Hanford’s Planning Areas. Development within Hanford’s Planning Areas will decrease dependency on the automobile and allow more people to walk, bike, or take transit for daily trips. Hanford’s Planning Areas are intended to accommodate and encourage new growth within compact, walkable neighborhoods that are located near schools, parks, shopping, and transit facilities.

Hanford has four new growth Planning Areas each with their own distinct goals and policies. The locations of these new growth planning areas are identified in Figure 3-2. The new growth areas are:

- Eastside Planning Area
- Northwest Planning Area
- Learning Center Planning Area
- Southwest Planning Area

New Growth Planning Area Goal

Goal L39: Enhanced quality of life of Hanford residents through the creation and maintenance of new, well-designed neighborhoods.

3.14.1 Eastside Planning Area

The Eastside Planning Area is primarily located east of 9 ¼ Avenue, north of the Union Pacific Railroad, and west and south of State Route 43. Grangeville Boulevard is a major arterial that is an eastern gateway to Hanford from State Route 43. Much of the land is currently being farmed and portions of the Planning Area is subject to Williamson Act contract.

Policy L154 Eastside Growth Limitation

Approve new development project in the Eastside Planning Area only within the 2035 Development Boundary until such time as the boundary is expanded in accordance with General Plan policies.

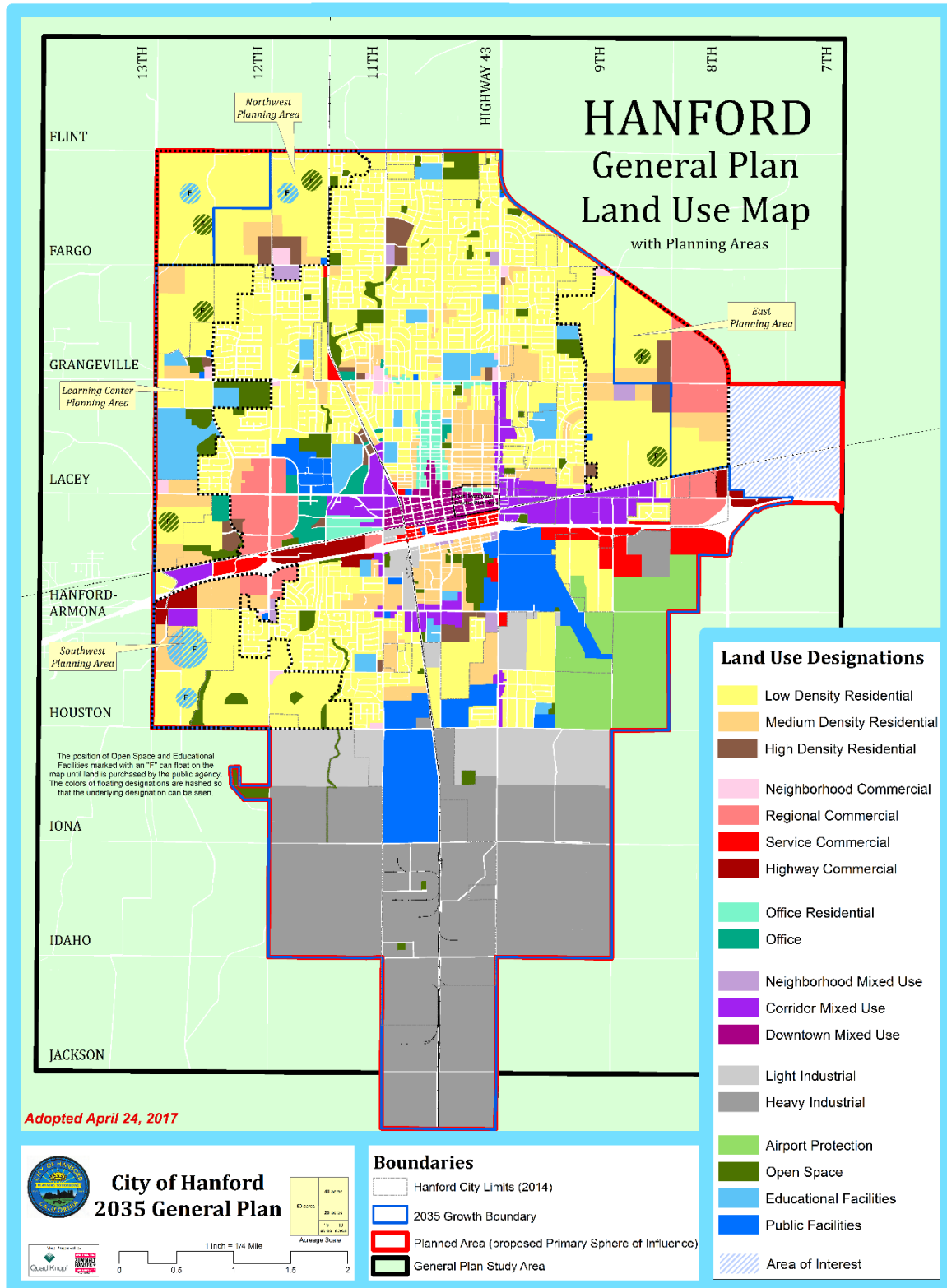
Policy L155 Eastside Higher Density Residential Uses

Support the development of higher density residential uses in close proximity to the Grangeville Boulevard corridor and the gradual transition to lower density, single-family residential uses as distance from the Arterial road increases.

Policy L156 Eastside Development along Grangeville Boulevard

Discourage “strip” development along Grangeville Boulevard from an overall community development perspective. Develop design policies and regulations that identify a minimum percentage of street-facing building facades and minimize the exposure of parking and masonry walls along the street.

Figure 3-2: New Growth Planning Areas



Policy L157 Eastside Neighborhood Commercial Center

Encourage a new mixed use neighborhood commercial center to serve residents of the Eastside Planning Area at the future intersection of Grangeville Boulevard and 9th Avenue.

Policy L158 Eastside Regional Commercial Center

Reserve land for a future regional commercial center at Highway 43 and Grangeville Boulevard outside of the 2035 Development Boundary, with an assumption that the construction would occur beyond the planning period of this General Plan.

Policy L159 Eastside Neighborhood Park

Plan for a new neighborhood park site with a flexible location south of Grangeville Boulevard and within a five- to ten- minute walk of most residents in the East Side Planning Area.

Policy L160 Eastside Elementary School District Boundaries

Encourage formal discussions to review and potentially revise the elementary school district boundary between Hanford Elementary School District and Kit Carson Union Elementary School District.

3.14.2 Northwest Planning Area

The Northwest Planning Area is primarily located east of 13th Avenue, north of Fargo Avenue, west of the BNSF Railroad tracks, and south of Flint Avenue. The land around the intersection of Fargo Avenue and 12th Avenue would serve as the neighborhood commercial hub. Most of the land is currently being farmed and some land is subject to Williamson Act Contract.

Policy L161 Northwest Growth Limitation

Approve new development projects in the Northwest Planning Area only within the 2035 Development Boundary until such time as the boundary is expanded in accordance with General Plan policies.

Policy L162 Northwest Higher Density Residential Uses

Support the development of higher density residential uses in close proximity to the neighborhood commercial development at the intersection of Fargo Avenue and 12th Avenue with a gradual transition to lower density, single-family residential uses.

Policy L163 Northwest Neighborhood Commercial Center

Encourage a new mixed use neighborhood commercial center to serve residents of the Northwest Planning Area at the intersection of Fargo Avenue and 12th Avenue.

Policy L164 Northwest Neighborhood Park

Plan for two new neighborhood park sites with flexible locations within a five- to ten- minute walk of most residents in the Northwest Side Planning Area.

Policy L165 Northwest Elementary Schools

Plan for two new elementary schools with flexible locations on each side of 12th Avenue.

3.14.3 Learning Center Planning Area

The Learning Center Planning Area is primarily located east of 13th Avenue, north of the Union Pacific Railroad tracks, west Centennial Avenue, and south of Fargo Avenue. The College of the Sequoias, Pioneer Union Elementary School, and Sierra Pacific High School form the triad of educational facilities that form the core of the Learning Center Planning Area. In addition, a site for a middle school has been reserved at the southeast corner of the intersection of Centennial Drive and Grangeville Road. Medium density residential land uses are proposed along Grangeville Road and West Lacey Boulevard.

Policy L166 Westside Urban/Agricultural Fringe

Utilize the 13th Avenue right of way as a land use buffer between urban and agricultural uses.

Policy L167 Learning Center Higher Density Residential Uses

Support the development of higher density residential uses in close proximity to Lacey Boulevard and Grangeville Boulevard with a transition to lower density, single-family residential uses.

Policy L168 Learning Center Neighborhood Commercial Centers

Encourage two new neighborhood commercial centers to serve residences of the Learning Center Planning Area at the intersection of Grangeville Boulevard and Centennial Avenue and at the intersection of Lacey Boulevard and 13th Avenue.

Policy L169 Learning Center Neighborhood Parks

Develop two neighborhood parks within the Learning Center Planning Area with flexible locations within a five to ten minute walk of most residents in the Learning Center Planning Area, one south of Lacey Boulevard and the other north of Grangeville Boulevard.

Policy L170 Learning Center Middle School

Plan for a new middle school on the east side of Centennial Avenue, south of Grangeville Boulevard, per the land trust use limitations placed on the 80-acre property on the south side of Grangeville Boulevard between 12th and 13th Avenues.

3.14.4 Southwest Planning Area

The Southwest Planning Area is primarily located east of 13th Avenue, north of Houston Avenue, south of Highway 198 and approximately around 12th Avenue. Most of the undeveloped land is currently being farmed. The 12th Avenue interchange at Highway 198 is currently being widened.

Policy L171 Southwest Higher Density Residential Uses

Support the development of higher density residential uses in close proximity to the neighborhood commercial development along arterial streets in the Northwest Planning Area.

Policy L172 Southwest Neighborhood Commercial Centers

Encourage a new neighborhood commercial center at the intersection of Hume Avenue and 12th Avenue and a mixed use neighborhood center at the intersection of Hanford-Armona Road and 13th Avenue. to serve residents of the Southwest Planning Area

Policy L173 Southwest Neighborhood Parks

Support development of two new neighborhood park sites identified in existing approved tentative subdivision maps within the Southwest Planning Area.

Policy L174 Southwest Highway Commercial Land Uses

Promote development of a highway commercial center that supports the needs and services of the recreation and tourism industry at the intersection of Hanford-Armona Road and 13th Avenue. .

Policy L175 Southwest Elementary School

Plan for a new elementary school with a flexible location west of 12th Avenue.

CHAPTER 4

T TRANSPORTATION & CIRCULATION

The circulation element of the General Plan describes the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, airports, and railroads. The chapter also responds to the new State requirement to plan for “complete streets.” Hanford must plan for “a balanced, multimodal transportation network that meet the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.” Users include bicyclists, pedestrians, children, motorists, persons with disabilities, the elderly, users of public transportation, and commercial goods movers. The circulation element focuses on improving mobility for all forms of transportation in existing transportation networks as well as identifying new routes and systems to support future growth during the Planning period.

4.1 Principles Related to Transportation & Circulation

The guiding principles related to transportation and circulation are:

- Coordinated land use and circulation systems
- Safe, reliable, efficient movement of people and goods
- Less reliance on private motorized transportation
- A prosperous community
- Downtown area as the physical, cultural, civic, and commercial center of Hanford
- Hanford as the regional commercial, service, and government center of Kings County
- Enhancement of quality of life
- Respect for private property rights
- Enhancement of the historic center of the City
- A well-designed, physically integrated, livable community

Overarching Transportation and Circulation Goals

Goal T1: *A comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitates the efficient movement of people and goods.*

Goal T2: *Increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions.*

4.2 Streets and Highways

Streets and highways provide opportunities for most of modes of transportation, including walking, biking, personal vehicles, public transit buses, and heavy freight trucks. They are the most utilized infrastructure in the transportation network and can most easily adapt to changing needs.

Streets and Highways Goals

Goal T3: *City streets that meet the needs of bicyclists, pedestrians, children, motorists, persons with disabilities, the elderly, users of public transportation, and commercial goods movers.*

Goal T4: *State highways that provide effective mobility to regions outside the Planning Area.*

4.2.1 Road Classification System

All street and highway facilities serve two basic functions; mobility and land access. Mobility refers to the provision of vehicle movement, and Access refers to parking, storage or driveway access at the origin or destination of a person's trip to identify the specific function of roadways in terms of access and mobility, the following classification system for streets and highways is commonly used:

State Highways. State Highways and Freeways place much greater importance on moving traffic than providing access to adjacent land. Often direct access to land is limited or prohibited.

Arterial Streets. Arterials provide a high level of mobility with limited access to adjacent properties. Arterials connect highway interchanges and support the principal roadway system. Arterials provide access to collectors and some local streets.

Collector Streets. Collectors provide a balance of land access and mobility functions within residential, commercial, and industrial land uses. Collectors connect local streets to arterials.

Local Streets. Local streets provide direct access to adjoining land and connections to collectors.

Alleys. Alleys are public rights-of-way, at the rear or side of property, permanently reserved as a secondary means of vehicular or pedestrian access to abutting property. Alleys typically only occur in and near the downtown and are not currently used in contemporary development projects.

Policy T1 Coordination of Circulation and Land Use

Develop a circulation network that reinforces the desired land use pattern for Hanford, as identified in the land use element.

Policy T2 Street Classification System

Designate a functional street classification system that includes Highways, Major Arterials, Arterials, Collectors, Minor Collectors, and Local streets.

Policy T3 Circulation Map

Identify the locations of existing and future Highways, Major Arterials, Arterials, Collectors, and Minor Collectors with the Planned Area Boundary on the Circulation Map. Locations shown shall be fixed, with allowance for slight variation from the depicted alignments of new Collectors and Minor Collectors.

4.2.2 Highways

State Route 198 and State Route 43 are the main roadway connections into and out of Hanford. They are controlled and maintained by Caltrans. Within the Planning Area, SR 198 is a 4-lane divided, limited access freeway while SR 43 is a 2-lane highway.

Policy T4 Regional System Improvements

Identify and support improvements to regional transportation system improvements both within and outside the Planning Area that will improve mobility to and from Hanford.

Policy T5 Funding Sources and Improvements

Coordinate with Caltrans and Kings County Association of Governments (KCAG) for funding and timely construction of programmed state highway and interchange improvements.

Policy T6 Highway Improvements

Coordinate with Caltrans to identify needed improvements to highway facilities in the city.

Policy T7 Highway 198 and 9th Avenue

Identify and program improvements necessary to maintain Level of Service standards at the intersection of SR 198 and 9th Avenue.

Policy T8 Highway 43 Access Limitations

Limit new direct access to Highway 43, and require building setbacks and offers of dedication to accommodate future widening.

Policy T9 Highway 43 Intersection Limitations

Limit roadway intersections with Highway 43 to Flint Avenue, 10th Avenue, Fargo Avenue, future 9th Avenue, Grangeville Boulevard, Lacey Boulevard, Hanford-Armona Road, Houston Avenue, Iona Avenue, Idaho Avenue, and Jackson Avenue.

4.2.3 Arterial Streets

Policy T10 Purpose of Major Arterials

Major Arterials shall provide through traffic movement around the edge of Hanford on continuous routes with very limited access to abutting property and local streets.

Policy T11 Designation of Major Arterials

Major Arterials shall be designated on Flint Avenue between 13th Avenue and SR 43, on 13th Avenue between Flint Avenue and Houston Avenue, and on Houston Avenue between 13th Avenue and SR 43.

Policy T12 Access to Major Arterials

New access to Major Arterials shall be limited to new intersections with Arterials and Collectors, and where the Major Arterial is a property's only legal access to a public right of way.

Policy T13 Purpose of Arterials

Arterials shall provide for through traffic movement on continuous routes through Hanford with limited access to abutting property.

Policy T14 Designation of Arterials

Arterials shall be designated generally on the one-mile grid of streets within the Planned Area Boundary. The specific streets designated are Flint Avenue, Fargo Avenue, Grangeville Boulevard, Lacey Boulevard, Hanford-Armona Road, Houston Avenue, Iona Avenue, Idaho Avenue, 7th Avenue, 9th Avenue, 10th Avenue, 11th Avenue, 12th Avenue, and 13th Avenue.

Policy T15 Access to Major Arterials

New access to Arterials from new local streets and new driveways shall be limited to maximize through traffic movements.

Policy T16 Consolidation of Arterial Access Points

Encourage the consolidation or elimination of driveways, access points and curb cuts along existing Arterials.

4.2.4 Collector Streets

Policy T17 Purpose of Collectors

Collectors shall provide traffic movement within a limited area and connect local roads to the Arterial street system.

Policy T18 Designation of Collectors

Collectors shall be designated generally at ½ mile intervals between Arterials in new growth areas and on selected existing through streets that connect to two or more Arterials.

Policy T19 Access to Collectors

New access to Collectors from new local streets and abutting property is generally permitted, but may be limited in some cases depending on planned roadway capacity and adjacent land use development patterns.

Policy T20 Purpose of Minor Collectors

Minor Collectors shall provide internal traffic movement within a neighborhood and connect local roads to Collectors and/or Arterials.

Policy T21 Designation of Collectors

Minor Collectors shall be designated in developed areas without a ½ mile Collector interval and/or where the street is not wide enough to be designated a Collector.

Policy T22 Access to Collectors

Minor collectors shall have no access limitations.

4.2.5 Local Streets

Policy T23 Purpose of Local Streets

Local streets shall provide internal traffic movement within a neighborhood and direct access to abutting property.

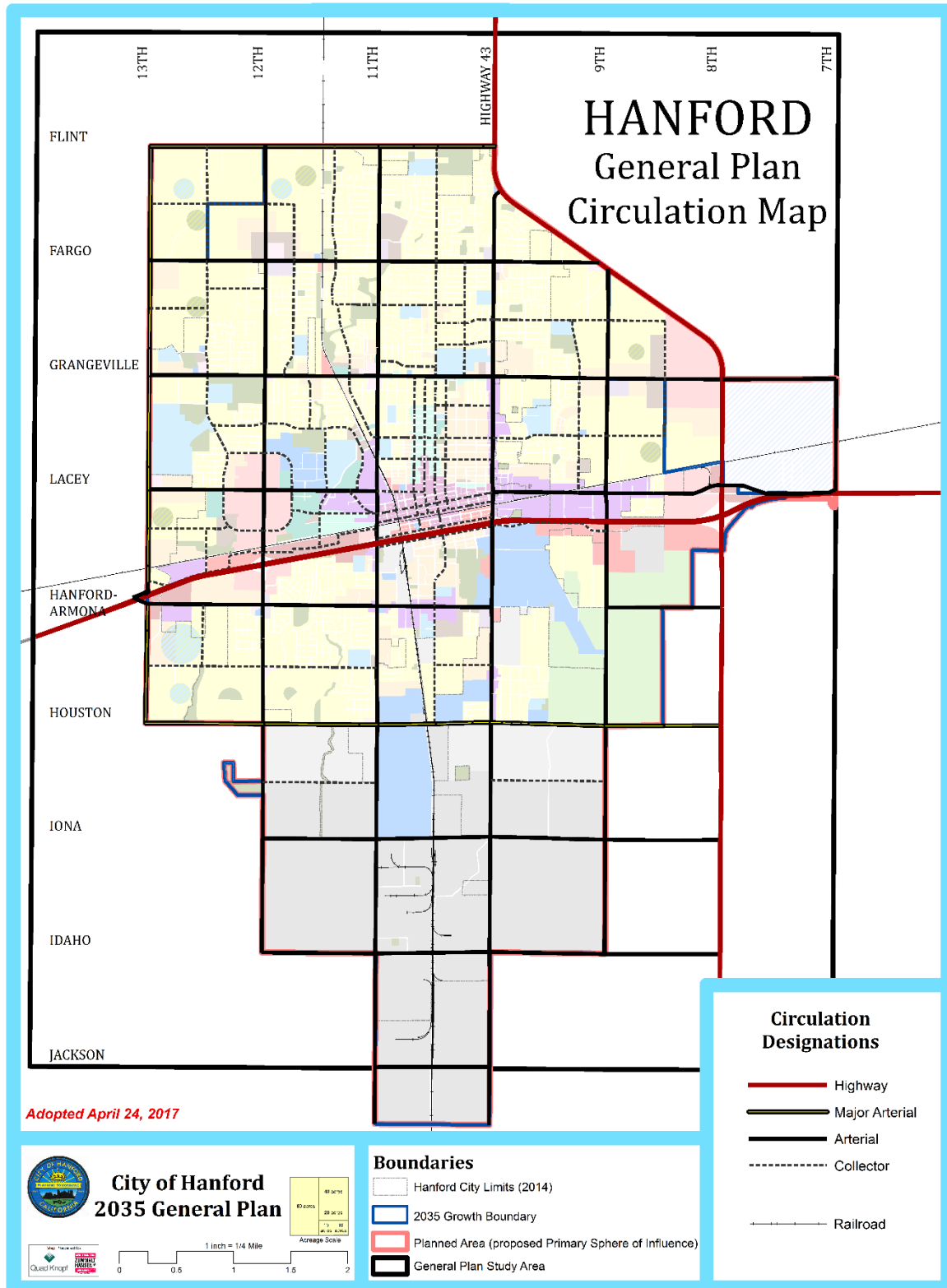
Policy T24 Block Lengths

Adopt standards for block lengths for new local streets to promote ease of movement and connectivity.

Policy T25 Cul-de-sacs

Construct cul-de-sacs on all permanent dead-end streets. New cul-de-sacs shall be discouraged in commercial and industrial developments. Adopt maximum lengths of new local streets with cul-de-sacs.

Figure 4-1: General Plan Circulation Map



Policy T26 Cul-de-sac Non-motorized Connectivity

Encourage sidewalks and breaks in perimeter walls to allow pedestrian, bicycle, and visual access from cul-de-sac streets to other nearby streets.

Policy T27 Maintenance of Local Streets

Adopt policies that incorporate the use of maintenance districts to fund local street maintenance.

4.2.6 Alleys

Policy T28 Alleys

Generally discourage new alleys, but allow in limited cases when effectively incorporated into the overall neighborhood design. Fund the maintenance of new alleys with maintenance districts.

4.2.7 LOS Standards

Due to general population growth, a desire to use streets to accommodate more than just motorized vehicles, and limitations on space available to widen roadways and intersections, a higher level of traffic congestion is anticipated in the future. Additionally, since infill development in the downtown area is strongly desired, an increased level of traffic congestion will be acceptable.

Policy T29 Maximum Level of Service

Maintain a peak hour Level of Service E on streets and intersections within the area bounded by Highway 198, 10th Avenue, 11th Avenue, and Florinda Avenue, inclusive of these streets. Maintain a peak hour Level of Service D on all other streets and intersections with the Planned Growth Boundary.

4.2.8 Planned Roadway Improvements

Policy T30 Capital Improvement Program

Include the acquisition of right-of-way and the construction and maintenance of streets in the City Capital Improvement Program.

Policy T31 Coordination with Development Approvals

Coordinate additions and modifications to the roadway system with land development approvals.

Policy T32 Ultimate Rights-of-Way

Acquire control of land within ultimate right-of-way of Arterial and Collector streets during early stages of development.

Policy T33 Street Improvements and Priorities

Prioritize street improvements with emphasis on current and forecasted service levels.

Policy T34 Kings County Regional Transportation Plan

Local circulation system improvements shall be consistent with the goals and objectives stated in the Kings County Regional Transportation Plan.

Policy T35 Caltrans Coordination

Coordinate 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 T36 Traffic Impact Fees

Periodically review and update the traffic impact fee program to ensure new development contributes its fair share of funding for new street, intersection, and highway improvements.

Policy T37 Shade Trees in Planter Strips

Where adequate space permits, include street trees planted in planter strips between the curb and sidewalk to shade paved street surfaces.

4.2.9 Complete Streets Program

The California Complete Streets Act, enacted in 2008, states that communities must make the most efficient use of urban land and transportation infrastructure and improve public health by encouraging physical activity, finding innovative ways to reduce vehicle miles traveled, and to shift short trips in an automobile to biking, walking and public transit. Complete streets policies encourage efficient and attractive streets that consider the needs of diverse members of the community and support environmental sustainability.

Policy T38 Operational Improvements First

Maximize operational improvements before widening existing streets even when they do not meet current width standards.

Policy T39 Accommodating All Modes of Traffic

Plan, design, and construct new transportation improvement projects to safely accommodate the needs of pedestrians, bicyclists, transit riders, motorists and persons of all abilities.

Policy T40 Pedestrian and Bicycle Placemaking

Promote pedestrian and bicycle improvements that improve connectivity between neighborhoods, provide opportunities for distinctive neighborhood features, and foster a greater sense of community.

Policy T41 Streetscape Enhancements

Strive to improve the visual character of roadway corridors by improving streetscapes with amenities such as street trees, pedestrian-scaled lighting, underground utilities, water-efficient landscaping, and streetscape furniture.

Policy T42 Existing Sound Walls and Fences

Encourage landscaping improvements along walls and fences adjacent to major streets to discourage graffiti and to enhance visual character.

4.2.10 Safe Routes to School

Safe routes to school programs focus on creating safe pedestrian and bicycling routes for schoolchildren through outreach and education and eliminating barriers. Safe routes to school efforts contribute to a more livable and neighborly city and reduce traffic during school pick-up and drop-off hours.

Policy T43 Safe Routes to Schools Programs

Promote Safe Routes to Schools programs for all schools serving the city.

Policy T44 Funding

Seek outside funding for Safe Routes to Schools projects.

4.2.11 Truck Routes

Policy T45 Truck Routes

Minimize the adverse impact of truck traffic on the community by designating, maintaining and enforcing a system of designated truck routes.

Policy T46 Good Movement Strategies

Coordinate with regional transportation agencies to plan and implement goods movement strategies, including those that improve mobility, deliver goods efficiently, and minimize negative environmental impacts.

Policy T47 Truck Parking

Identify locations where heavy truck parking is acceptable and where it is prohibited based upon adjacent land use designations.

4.2.12 Traffic Calming and Trip Reduction

Policy T48 Traffic Calming

Consider the use of traffic calming designs such as roundabouts, bulb-outs, and other traffic calming designs, where they will improve the operation or LOS of a street.

Policy T49 Subdivision Connectivity

Design subdivisions to maximize connectivity both internally and with other surrounding development.

Policy T50 Carpool Programs

Encourage the use of carpooling, vanpooling and flexible employment hours.

Policy T51 Alternative Design Standards

Consider alternative roadway design standards for new residential and mixed use development for future streets that may include:

- Narrower street widths on local roadways.
- Smaller turning radii geometrics on street intersections to improve safety for pedestrians.
- Tree lined streets in parkways between the curb and sidewalk.
- Roundabouts in lieu of traffic signals where appropriate conditions exist to maximize intersection efficiency, maintain continuous traffic flow, and reduce accident severity.

4.3 Public Transit

The largest provider of public transit services within Kings County is the Kings County Area Public Transit Agency (KCAPTA), which operates the Kings Area Rural Transit (KART). KART offers scheduled daily city bus service within Hanford and intercity service to Kings County. All KART bus routes begin and end at the KART Terminal located at 504 W. 7th Street across the railroad tracks from the Hanford Amtrak station.

Public Transit Goals

Goal T5: A citywide and regional transportation system that has the Downtown as its hub.

Goal T6: A convenient and efficient transit system that serves as an alternative to automobile travel and meets basic transportation needs of the transit dependent.

4.3.1 Downtown Transit Center

Policy T52 Multi-Modal Hub

Design transportation systems and infrastructure that promote the Amtrak and KART terminals as the activity hub for multi-modal transportation in Hanford.

4.3.2 Kings Area Rural Transit (KART)

Policy T53 Adequate Transit Service Availability

Maintain a proactive working partnership with KART to ensure that adequate public transit service is available.

Policy T54 KART Expansion

Pursue improvements and funding to increase transit ridership, increase transit frequencies on key corridors, and expand regular transit service in portions of Hanford that currently have no public transit.

Policy T55 Transit Stops

Where right-of-way allows, arterial and major collector streets shall be designed to allow transit vehicles to pull out of the travel lane when stopping.

Policy T56 Improve Access to Transit Stops

Remove physical barriers to improve access to transit facilities for the elderly, disabled, and other transit-dependent groups.

Policy T57 Long Range Transit Plan

Coordinate and collaborate with KART and KCAG on development of a long-range transit plan that considers special emphasis on new or enhanced transit services and amenities in the downtown core, and service to identified mixed use neighborhoods and corridors.

Policy T58 Vanpool Programs

Support the KART Vanpool program for the area’s farmworkers and other commuters.

4.4 Parking

Vehicle parking policies encourage efficient and adequate parking, avoid negative effects on the pedestrian environment or surrounding neighborhoods and support the City’s goals for complete streets, walkability, bikeability and effective transit.

Parking Goal

Goal T7: Adequate parking and loading facilities, especially in the Downtown.

4.4.1 Public Parking

Policy T59 Transit Parking Lots

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

Policy T60 Downtown Public Parking

Work with Downtown property owners and organizations to maintain an adequate supply of shared, public parking in the Downtown.

Policy T61 Parking In-Lieu Fees

Maintain an in-lieu parking fee program in the Downtown to encourage and fund use of shared, public parking areas.

4.4.2 Private Parking

Policy T62 On-site Parking Standards

Adopt on-site parking and loading standards that protect the public right of way from parking congestion.

Policy T63 Shared Parking

Adopt policies to encourage shared parking at developments with mixed or adjacent land uses that have differing parking demands.

4.5 Bicycles and Pedestrians

Bicycling and walking provide an alternative mode of transportation that has health benefits, reduces congestion, and promotes a healthier environment. Hanford is preparing a Bicycle and Pedestrian Master Plan in conjunction with this General Plan Update.

Bicycle and Pedestrian Goal

Goal T8: An interconnected bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout Hanford.

4.5.1 Bicycle Routes and Facilities

Policy T64 Bicycle Network Master Planning

Maintain a Bicycle Master Plan to coordinate existing and planned infrastructure to support, encourage and promote bicycle transportation, with effective connections to downtown, major shopping areas, mixed use neighborhoods, community facilities, schools, parks, and employment areas.

Policy T65 Bicycle Network

Prioritize the elimination of gaps in the bicycle network to connect destinations across Hanford.

Policy T66 Public Bicycle Parking

Increase the amount of publicly accessible bicycle parking and storage throughout the city and adopt standards for bicycle parking at new development projects.

Policy T67 Bicycle Safety Programs

Support programs that educate bicyclists and motorists about bicycle safety.

Policy T68 Bicycle Transportation Ordinance

Consider adoption of a bicycle transportation ordinance that addresses safe use and operation of bicycles.

Policy T69 Road Projects with Bicycle Facilities

Incorporate planned bicycle facilities into road maintenance projects where feasible.

4.5.2 Pedestrian Facilities

Walkable community policies encourage a livable, healthy, sustainable and connected city with a safe and comfortable pedestrian network among its various neighborhoods, parks, trails, employment centers, community facilities, and commercial areas.

Policy T70 Pedestrian Connections

Increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, village centers and other destinations throughout the city.

Policy T71 Pedestrian and Bicycle Crossings

Identify and enhance key pedestrian and bicycle crossings that cross physical barriers, such as highways or railroad tracks.

Policy T72 Reduction of Pedestrian Barriers

Coordinate with utility providers to reduce or eliminate barriers to pedestrian mobility created by utility infrastructure, such as utility poles that obstruct accessibility.

4.6 Aviation

Hanford Municipal Airport is the only public aviation facility in Kings County. The airport does not offer scheduled commercial flights. The airport is located on the southeast edge of Hanford, and is owned and operated by the City of Hanford.

Aviation Goal

Goal T9: A municipal airport that serves recreational needs and fosters economic growth.

4.6.1 Hanford Municipal Airport

Policy T73 Maintain Airport's Purpose

Maintain the Hanford Municipal Airport for the benefit of recreation and commerce in Hanford and the Kings County region, balancing health, safety, environmental, and economic concerns.

Policy T74 Airport Master Plan

Maintain a Master Plan for the Hanford Municipal Airport.

Policy T75 New Commercial Service Airport Feasibility Study

Support the investigation of the feasibility of a new primary commercial service airport in the Kings-Tulare County region, recognizing that construction of such an airport would likely be beyond the General Plan 2035 Planning period.

4.6.2 Airport Land Use Protection

Policy T76 New Development near Airport

Review of all new development in proximity to the Hanford Municipal Airport for compliance with Federal Aviation Administration (FAA) requirements and compatibility with Hanford Airport Master Plan standards.

Policy T77 Land Use Compatibility

Evaluate the compatibility of airport uses, activities, and operations with all new development in proximity to the Hanford Municipal Airport prior to approval and protect sensitive uses, such as residences, schools, and hospitals from over-flight areas.

4.7 Intercity Rail Service

Hanford is served by two railroad lines. The Burlington Northern Santa Fe Railroad's north-south mainline through California runs through Hanford, providing both freight and passenger service. The Union Pacific's east-west branch line is operated by the San Joaquin Valley Railroad. Both lines have had a significant influence on the physical development of the city. All railroad crossings, other than at SR 198, are currently at-grade crossings.

Intercity Rail Service Goals

Goal T10: The efficient flow of goods moving by rail through the city that maximizes economic benefits and minimizes negative impacts.

Goal T11: Passenger rail service that is integrated with other modes of travel.

4.7.1 Amtrak Passenger Service

Hanford is served by Amtrak passenger rail service on the Burlington Northern Santa Fe mainline. The "San Joaquin" train provides service south to Bakersfield and north to Oakland and Sacramento.

Policy T78 Amtrak Station and Service

Support Amtrak passenger service through Hanford on its existing alignment, along with improvements to the quality and frequency of service.

Policy T79 Multi-modal Connection to Amtrak

Support multi-modal access to and from the existing Amtrak station.

4.7.2 High Speed Rail

The California High Speed Rail Authority has identified a site east of Highway 43 and north of Highway 198 for a future station for the proposed high speed rail system. The policies in this section focus on the maintenance, safety, and location the High Speed Rail passenger system in Hanford.

Policy T80 Station Area Study

If High Speed Rail becomes a reality in Kings County, consider a station area planning study that considers locating most of High Speed Rail support services (parking, hotels, transportation links, etc.) west of 10th Avenue to support Downtown Hanford.

Policy T81 Link to Transit with High Speed Rail

If High Speed Rail becomes a reality in Kings County, ensure that effective transit linkages are in place between the High Speed Rail station and the City’s downtown and employment centers.

Policy T82 Mitigation of High Speed Rail Impacts

If High Speed Rail becomes a reality in Kings County, ensure that financial, environmental, and agribusiness impacts of the project are mitigated for the citizens of Hanford.

Policy T83 Funding Sources for High Speed Rail

If High Speed Rail becomes a reality, aggressively seek State and Federal funding for improvements and expansion of roads, water lines, sewer lines, storm drainage, public facilities, and utilities associated with High Speed Rail.

Policy T84 Continuation of Corridors

If High Speed Rail becomes a reality, ensure that the High Speed Rail alignment through the Planning Area does not disrupt other transportation corridors identified in Hanford’s circulation element.

4.7.3 Freight Rail Service

Both railroad lines run freight trains through Hanford. There are a number of sidings and spurs, particularly in the industrial park, that accommodate local freight service.

Policy T85 Freight Service Capabilities

Support additional improvements to expand freight service capabilities for Kings Industrial Park.

Policy T86 Rail Safety Improvements

Consider grade separations at rail intersections with Flint Avenue, Grangeville Boulevard, and either W. Lacey Blvd. or 11th Avenue.

4.8 Transportation Management

Transportation Demand Management (TDM) is often used to describe a mix of strategies that keep the effects of transportation, fuel consumption and emissions to a minimum. TDM strategies generally aim to improve traffic conditions and reduce cut-through traffic in neighborhoods through strategic right of way improvements and operational efficiencies such as intelligent transportation systems and signal-timing optimization. TDM strategies are designed to reduce vehicle trips and parking demand by offering incentives for using other ways to travel.

Transportation Management Goal

Goal T12: Improved performance and expanded capacity of the street network by means other than roadway widening or construction.

Policy T87 Transportation Demand Management Programs

Develop Transportation Systems Management (TDM) programs for the Hanford area in order to reduce the amount of peak hour congestion on City streets.

Policy T88 People Movement

Emphasize the movement of people rather than vehicles.

Policy T89 High Occupancy Vehicles

Maintain and enhance personal mobility by providing alternatives to driving alone.

Policy T90 Existing Network

Maximize the efficient use of the city's existing transportation network before widening or constructing new facilities.

Policy T91 Alternative Modes

Promote alternative modes of transportation, alternative work schedules, and telecommuting.

Policy T92 Amenities that Support Alternative Modes of Transportation

Encourage new developments to include on-site amenities into that support alternative modes of transportation. Emphasize pedestrian and bicycle-friendly design, accessibility to transit, preferred rideshare parking, showers and lockers, on-site food service, and child care, where appropriate.

Policy T93 Traffic Signals

Improve the efficiency of traffic signals throughout the city.

Policy T94 Roundabouts

Consider roundabouts as alternatives to traffic signals at new or expanded major intersections.

Policy T95 Electric Vehicle (EV) Charging Stations

Promote and encourage the installation and use of electric vehicle (EV) charging stations and remove obstacles to their use as well as minimizing costs of permitting.

CHAPTER 5

OPEN SPACE, CONSERVATION & RECREATION

Hanford’s natural and open space environment forms an important part of the city’s unique character. The open space element addresses four basic areas: (1) Open space for the managed production of resources, such as agricultural and mineral resources; (2) Open space for outdoor recreation, including parks and recreational facilities; (3) Open space for public health and safety, such as flood prone and wildfire areas; and (4) Open space for the preservation of natural resources, such as natural habitat for plants, fish, and wildlife. The conservation element is required to address issues such as preservation of waterways, soils, wildlife, natural and riparian habitats, and historical and cultural resources. This chapter combines both elements together, and also includes recreational topics such as provision of parks and recreational programs.

5.1 Principles Related to Open Space, Conservation & Recreation

The guiding principles related to open space, conservation, and recreation are:

- Safe and secure recreational facilities
- Superior, innovative recreational opportunities
- Collaborative relationship with citizens
- Protection and preservation of natural resources
- A prosperous community
- A strong sense of place and community image
- Public open space as an integral part of new development
- A diversity of passive and active facilities and recreational uses
- Enhancement of small town charm

- Enhancement of quality of life
- Responsible management of land resources
- Respect for private property rights
- Enhancement of the historic center of the City
- Preservation of farmland
- Preservation of existing City parkland
- A well-designed, physically integrated, livable community
- Recreational opportunities for all residents of all ages and abilities
- Healthy and active citizens
- Enhanced pedestrian mobility and interconnectivity

5.2 Agricultural Resources

An important facet of Hanford's economy is agriculture. A wide variety of vegetables, stone fruits and nuts thrive in the area's fertile soil and are packed, stored and shipped to areas throughout the world. The City's climate, water availability and proximity to transcontinental transportation routes have made it a premier location for agricultural land development for over a century. Most of the land surrounding the urbanized area of Hanford was converted to agricultural use decades ago, leaving very little undisturbed natural landscape.

Agricultural Resources Goal

Goal 01: Conservation and long term protection of agricultural resources and soils located outside of the Planned Area Boundary.

5.2.1 Agricultural Land Protection

Policy 01 Boundary between Urban and Agricultural Uses

Utilize the Planned Area Boundary as the long term boundary line between urban uses and agricultural uses and prohibit non-agricultural development outside the Planned Area Boundary.

Policy 02 Agricultural Buffer

Coordinate land use policies and designations with Kings County to provide for a buffer between the urban area of Hanford and the surrounding unincorporated communities.

Policy 03 Kings County Preservation Efforts

Support the Kings County efforts to preserve and protect farmlands outside the Planned Area Boundary.

Policy 04 Interim Agricultural Use

Retain existing agricultural areas as an interim use inside the Planned Area Boundary and support agricultural operations until such time that the areas are needed for logical urban expansion.

5.2.2 Williamson Act

Much of the agricultural land that surrounds Hanford is subject to the California Land Conservation Act of 1965, also known as the Williamson Act. Under the provisions of the Williamson Act, the property owner and the County enter into a ten year agreement, that renews itself every year for another ten years, to keep the property in agricultural use. In exchange for this guarantee, the property owner receives a property tax reduction.

Policy 05 Farmland Mitigation Program

In collaboration with the County of Kings and other cities in Kings County, determine the feasibility and, if feasible, consider adoption of a countywide farmland mitigation program that is tailored to the needs and goals of the Kings County agricultural region to mitigate the urban conversion of agricultural lands that are outside adopted urban growth boundaries.

Policy 06 Removal of Land from Williamson Act

Encourage use of Notices of Nonrenewal as the preferred method of removal of land within the Planned Area Boundary from Williamson Act Land Conservation Contract.

Policy 07 Cancellation and Succession to Williamson Act Contracts

Adopt and periodically update a set of policies that govern the cancellation of Williamson Act contracts, and define the circumstances that the City would be willing to succeed to an active contract.

Policy 08 Annexation of Williamson Act Lands

Consider annexation of Williamson Act lands only if the land is within the 2035 Growth Boundary and only if such annexation is necessary to provide for logical urban development, job creation, or the provision of municipal services.

Policy 09 New Williamson Act Contracts

Oppose new Williamson Act contracts on land within the Planned Area Boundary.

5.2.3 Deed-Restricted Agricultural Sites

Policy 010 Existing Deed-Restricted Agricultural Sites

Designate sites with existing deed agreements that limit the land to agricultural use with the Open Space land use designation.

Policy 011 New Deed-Restricted Agricultural Sites

Discourage new deed agreements that restrict land to agricultural use on land inside the Planned Area Boundary.

5.2.4 Soils

Policy 012 Soil Erosion

Require new development to implement measures to minimize soil erosion related to construction.

5.3 Mineral and Energy Resources

The Planning Area contains few if any non-renewable resources that could be used for energy generation. Solar power is the most likely renewable source, given Hanford's climate.

Mineral and Energy Resources Goal

Goal 02: Conservation of non-renewable energy resources and maximization of the use of renewable energy resources.

5.3.1 Mineral Resources

Mineral resource extraction involves the removal of natural resources from their place of discovery. At this time there are no known significant deposits of minerals, and no active mines. The only mineral commodities that have been found within the Hanford Planning Area are sand and gravel that could be used for road and building construction. The Monterey Shale lies beneath Kings County and contains both oil and natural gas deposits. However, there have been no efforts to date to attempt extraction of these resources within or near the Planning Area.

5.3.2 Energy Resources

Energy resources are those natural resources or environments that can be used to produce energy. Nonrenewable energy includes petroleum oil, natural gas, and coal. Renewable resources are those that the supply is unlimited or it can be replenished. This includes solar and wind energy, and, if properly managed, hydroelectric and geothermal power. There are no known oil, gas, or coal resources within the Planning Area. The only potential renewable energy generation potential would be the conversion of solar energy.

Policy 013 Solar Power Generation

Support and encourage solar generation facilities that support residential, commercial, and industrial uses.

5.3.3 Energy Conservation

The goal of energy resource conservation is to reduce consumption of non-renewable resources. This may be achieved either by the more efficient use of these resources, or by replacing them with renewable

or non-depletable resources. Both new and existing buildings can be adapted to the use of renewable energy resources. Hanford's climate is ideal for development of active and passive solar heating.

Policy 014 Alternative Fuels and Renewable Energy

Promote and encourage the use of alternative fuels and renewable energy.

Policy 015 Energy-efficient Design Features

Require that new development incorporate energy-efficient design features for HVAC, lighting systems, and insulation that meet or exceed California Code of Regulations Title 24.

Policy 016 Vegetation to Conserve Energy

Encourage the use of native and drought tolerant shade trees and vines on southern and western exposure building walls as an energy conservation technique.

Policy 017 Energy Efficiency in Municipal Facilities

Prepare and implement a comprehensive plan to improve energy efficiency of Hanford's municipal facilities.

Policy 018 Retrofitted Buildings

Encourage the retrofitting of existing buildings to be energy efficient.

Policy 019 Recycling

Support recycling activities throughout the City.

5.4 Water Resources

Hanford is located in the Tulare Lake Hydrologic Region, which encompasses all of Kings County, most of Tulare and Fresno counties, and most of the Valley portion of Kern County. All of Hanford's water supply for urban uses comes from groundwater extraction. The Region's groundwater has been in critical overdraft for at least 35 years despite efforts made by local groundwater management agencies.

Historic natural watercourses in the Planning Area include the Mussel, Sand, and Lone Oak Sloughs. Remnants of the sloughs still exist as areas for collecting stormwater, but due to previous grading for agricultural and urban development they are no longer connected in the form of any type of water course. The People's Ditch, an irrigation canal dug in the 1870s, traverses Hanford from north to south inside the Planning Area. The Kings River is about four miles north of Hanford, outside of the Plan Area.

Water Resources Goal

Goal 03: A reduced per capita use of water used by residential and non-residential uses through water conservation measures.

5.4.1 Water Conservation

Policy 020 Urban Water Management Plan

Maintain and periodically update an Urban Water Management Plan for the City of Hanford.

Policy 021 Water Conservation Ordinance

Actively enforce and periodically update the City Water Conservation Ordinance.

Policy 022 Water Conservation Efforts

Actively encourage water conservation by both agricultural and urban water users.

Policy 023 Water Conservation Education

Encourage and support the development of educational programs in order to increase public awareness of water conservation opportunities.

Policy 024 Drought Tolerant Vegetation

Promote the use of drought-tolerant vegetation to minimize water consumption by providing information to developers, designers, and homebuyers.

Policy 025 Recharge Basins

Protect existing groundwater recharge basins and natural and manmade sloughs and seek the establishment of new basins within and around Hanford.

Policy 026 Irrigation Controllers

Systematically upgrade irrigation controllers at City parks, median islands and other City facilities with water-efficient landscape irrigation controllers and systems.

Policy 027 Large Industrial Water Users

Encourage large scale industrial water users to develop internal water recycling programs during plan development and review processes.

Policy 028 Water Availability in Emergencies

Ensure that public and private water facilities have adequate capacity to supply emergency needs.

Policy 029 Water Conservation Measures for New Development

Encourage new development projects to include water conservation measures, including use of graywater, reclaimed, or recycled water for landscaping, water-conserving plumbing fixtures and appliances, and water-efficient landscapes.

5.4.2 Water Pollution Prevention

Hanford’s storm drain system prevents flooding by channeling rainwater runoff into collection basins interspersed throughout the City. Oil, pesticides, and other residues in runoff can contaminate stormwater. Wastes that people pour directly into the drains or creeks are other sources of stormwater pollution.

Policy 030 Storm Water Pollution Prevention

Implement the NPDES Stormwater Permit and for those properties exempt from the Permit, require a storm water pollution prevention plan, including use of best management practices, to control erosion and sedimentation during construction.

5.5 Biological Resources

Although not common, it is possible that the Planning Area could be inhabited by rare, threatened, or endangered species. There are also resources as such as wetlands and oak trees that could be disturbed by new development activity that results from city growth. Such disturbance would also have the potential to adversely affect species that inhabit these types of areas, including various amphibians, mammals, song birds, and raptors. Endangered or threatened species potentially within the Planning Area include the hoary bat, Swainson’s hawk, Western pond turtle, and San Joaquin Kit fox.

Biological Resources Goal

Goal 04: Protection of natural habitat and other biological resources.

5.5.1 Natural Habitat

Naturally occurring vegetation has recreational, educational, and aesthetic values to the entire community. Hanford is substantially surrounded by improved farmland and very little of the original habitat remains undisturbed around the City. As the City grows, the need for preservation of the valuable diversity of species becomes increasingly important.

Policy 031 Provision of Open Space Areas

Preserve and enhance natural open space areas.

Policy 032 Wetland and Riparian Corridors

Where appropriate and feasible, establish permanent mechanisms to protect wetlands and riparian corridors.

Policy 033 Vernal Pools

Identify and protect vernal pools that may be located in the Planning Area.

Policy 034 Recreation and Sensitive Habitat

Avoid the potential negative impacts of increased human activity on sensitive habitat areas when establishing new recreational facilities or programs.

Policy 035 Impacts from Development

Ensure that potential impacts to biological resources and sensitive habitat are carefully evaluated when considering development projects.

Policy 036 Nonnative Invasive Species

Manage or eliminate nonnative invasive species from City-owned property and open space.

Policy 037 Mature Trees

Promote the preservation of existing mature trees and encourage the planting of appropriate shade trees in new developments.

Policy 038 Native Tree Species and Drought Tolerant Vegetation

Encourage the planting of native tree species and drought-tolerant vegetation.

5.5.2 Wildlife and Sensitive Species

Naturally occurring wildlife have recreational, educational, and aesthetic values to the entire community. Hanford is substantially surrounded by improved farmland and very little of the original habitat remains undisturbed around the City. As the City grows, the need for preservation of the valuable diversity of species becomes increasingly important.

Policy 039 Endangered Wildlife and Habitat

Establish programs in connection with environmental review processes to protect endangered wildlife and their habitats.

Policy 040 Sensitive Wildlife

Work with state, federal, and local agencies on the preservation of sensitive wildlife species in the City.

5.6 Historical and Cultural Resources

Historic preservation greatly enhances a community's overall sense of place and quality of life. Not only does it help residents and visitors appreciate local history, but it also helps to revitalize and stabilize downtowns, business districts, and neighborhoods. Historic preservation efforts can also produce local jobs, promote heritage tourism, and increase local property values.

Historic and Cultural Resources Goals

Goal 05: Protected and enhanced historical and cultural resources that preserve Hanford's unique sense of place and promote an understanding of the Hanford's history.

Goal 06: Protected sites of archaeological and paleontological significance.

5.6.1 Historic Buildings and Districts

Hanford has three buildings listed on the National Registry of Historic Places. They are the Hanford Carnegie Library, the Kings County Courthouse, and the Taoist Temple. All three buildings are also listed on the California Register of Historic Resources. The National Trust for Historic Preservation named China Alley in Hanford to its 2011 list of America's 11 Most Endangered Historic Places. This annual list highlights important examples of the nation's architectural, cultural and natural heritage that are at risk of destruction or irreparable damage. There are a number of resources within Hanford that contribute to its unique culture, yet are not officially listed as historic resources, including its civic and commercial buildings, and Craftsman, Victorian, and Tudor homes.

Policy 041 Historic Preservation Districts

Continue to preserve historic resources by delineating historic preservation districts and requiring design review of proposals affecting historic buildings.

Policy 042 Downtown Historic Buildings

Encourage the rehabilitation, restoration, and reconstruction of designated historic structures in the Downtown.

Policy 043 New Buildings in Historic Districts

Encourage new buildings in historic districts to be complementary to the character of the existing buildings.

Policy 044 Flexible Land Use Standards

Adopt flexible land use and design standards to allow the adaptive reuse of historic buildings with a variety of economically viable uses, while minimizing impacts to the historic value and character of sites and structures.

Policy 045 State Historic Building Code

Promote the use of the State Historic Building Code to facilitate the reuse and conversion of historic buildings to alternative uses.

5.6.2 Archaeological Resources

Native Americans have established many places which they consider sacred. Sacred sites vary in form, ranging from settlements where Native Americans lived to specific places of religious significance. Native American sites are confidential and their locations cannot be published. A board certified archaeologist is qualified to review maps and data to identify their locations.

Policy 046 Archaeological Site Consultation

Consult with appropriate Native American associations about potential archaeological sites in the beginning stages of the development review process.

Policy 047 Archaeological Site Study

Require archaeological studies by a certified archeologist in areas of archeological potential significance prior to approval of development projects.

5.6.3 Cultural Resources

The City has a number of resources within Hanford that contribute to its unique culture, yet are not officially listed as historic resources. The Temple Theater, Fox Theater, Kings Art Center, Old Post Office, Bastille, Hanford Civic Auditorium, and Hanford Veteran’s Memorial Building are some of the cultural resources that the City treasures.

Policy 048 Cultural Site Consultation

Consult with the California Archaeological Inventory Southern San Joaquin Valley at California State University, Bakersfield about potential cultural sites on projects that could have an impact on cultural resources.

Policy 049 Cultural Site Discovery

Halt construction at a development site if cultural resources are encountered unexpectedly during construction

5.7 Parks and Recreation

Some of the most visible physical features of a community are its public outdoor parks. They provide an important opportunity for residents to enjoy recreational opportunities that enhance their physical health and well-being. Public parks and recreation programs contribute greatly to Hanford’s quality of life.

Parks and Recreation Goals

Goal 07: A high-quality public park system that provides a variety of recreational opportunities.

Goal 08: The equitable distribution of parks throughout the community that are well designed, accessible, and integrated with the surrounding neighborhood.

Goal 09: Parks provided at a combined ratio of 3.5 acres per 1,000 residents.

Goal 010: Recreational programs that promote and support a healthy lifestyle and sense of community in Hanford.

5.7.1 Park Classifications

The City of Hanford uses a hierarchy to classify the types of parks and park standards that are desirable for various locations in the city. This hierarchy is a local adaptation of the National Recreation and Park Association Open Space Standards.

Private Recreational Space. Private recreational space includes land within a multi-family residential development that is dedicated to recreational use for the residents within the development. It can take the form of a tot lot with play equipment, and swimming pool, volleyball or tennis court, or other developed recreational space. Typically, only residents and their guests are allowed to use the space.

Mini-Park or Pocket Park. A Mini-Park is typically less than two acres in size and intended to serve the needs of a specific neighborhood. Mini-parks are usually landscaped with trees and turf, with urban-style parks also including hardscape. Besides residential neighborhoods, they can also be found in downtown areas to provide places to relax or eat. Mini-parks are not required in new developments, but developers may choose to add them as an additional amenity for the neighborhood.

Neighborhood Park. This type of park is primarily for children and families in the nearby vicinity. The Neighborhood Park is usually 2 to 5 acres in size. A neighborhood park serves a half-mile radius. The typical size ratio is 1.0 acre per 1,000 population.

Community Park. A Community Park is intended to serve the needs of the entire city, especially those living within about a 2-mile radius of the park. Being larger in size, it usually provides outdoor and indoor facilities that accommodate a much wider range of recreational interests than a Neighborhood Park. Facilities usually include fields and courts for various sports. A community park's typical size ratio is 2.0 acres per 1,000 population.

Regional Park. A regional park is a large open space facility designed for active and passive uses. It can be a large natural open space area, or an improved area with fields and courts that usually include lighting. A regional park serves the entire community and often draws people from outside the community, especially for special events. Typically, regional parks are established by counties to benefit both city and county residents, but they can also be established by cities. The Hanford Joint Use Softball Complex is a regional park.

Special Use Park. Special use parks provide a specific type of recreational activity and are meant to serve the entire community. The BMX Track, Harris Street Ball Park and The Plunge/Skate Park site are examples that provide special programmed park spaces.

Dual-Purpose Storm Water Basin/Park. Some neighborhood, community and regional parks, include storm water detention basins to use the land more efficiently. This allows the site to be used to control

urban flooding, recharge groundwater systems and provide recreational use. Careful design can allow the storm basin to be used for recreation when not filled with water.

Indoor Recreation Facilities. Indoor recreation facilities allow for public gathering places for a variety of social and recreational activities. Larger facilities serve the entire community while smaller facilities may serve a large neighborhood or a certain portion of the community. The Civic Center Auditorium, Coe Hall, Longfield Center, St. Brigid's Teen Center, and the Veterans-Senior Center, are examples of indoor recreational facilities.

School Parks. All school sites have limited public access since their primary purpose is to support their educational mission. These facilities are sometimes accessible to the public after school hours.

Policy 050 Parks, Recreation, and Open Space Master Plan

Prepare and periodically update a Parks, Recreation, and Open Space Master Plan to plan for new growth identified in the land use element.

Policy 051 Provision of Parkland

Acquire and develop new parks consistent with the Parks, Recreation, and Open Space Master Plan.

Policy 052 Open Space Map

Locate natural and manmade open space areas on the Open Space Map. Locations shall allow for slight variation consistent with existing conditions. Future Open Space land for parks is allowed to “float” on the map and may be divided into multiple smaller parks while retaining the total acreage.

Policy 053 Parkland Ratio Calculation

When determining the parkland ratio of acres per 1,000 population, include the acreage of city-owned mini, neighborhood, community, regional, special use, and storm water basin parks, along with 50% of the acreage of school playgrounds and play areas within the Planned Area Boundary.

Policy 054 Multi-use Storm Water Basins

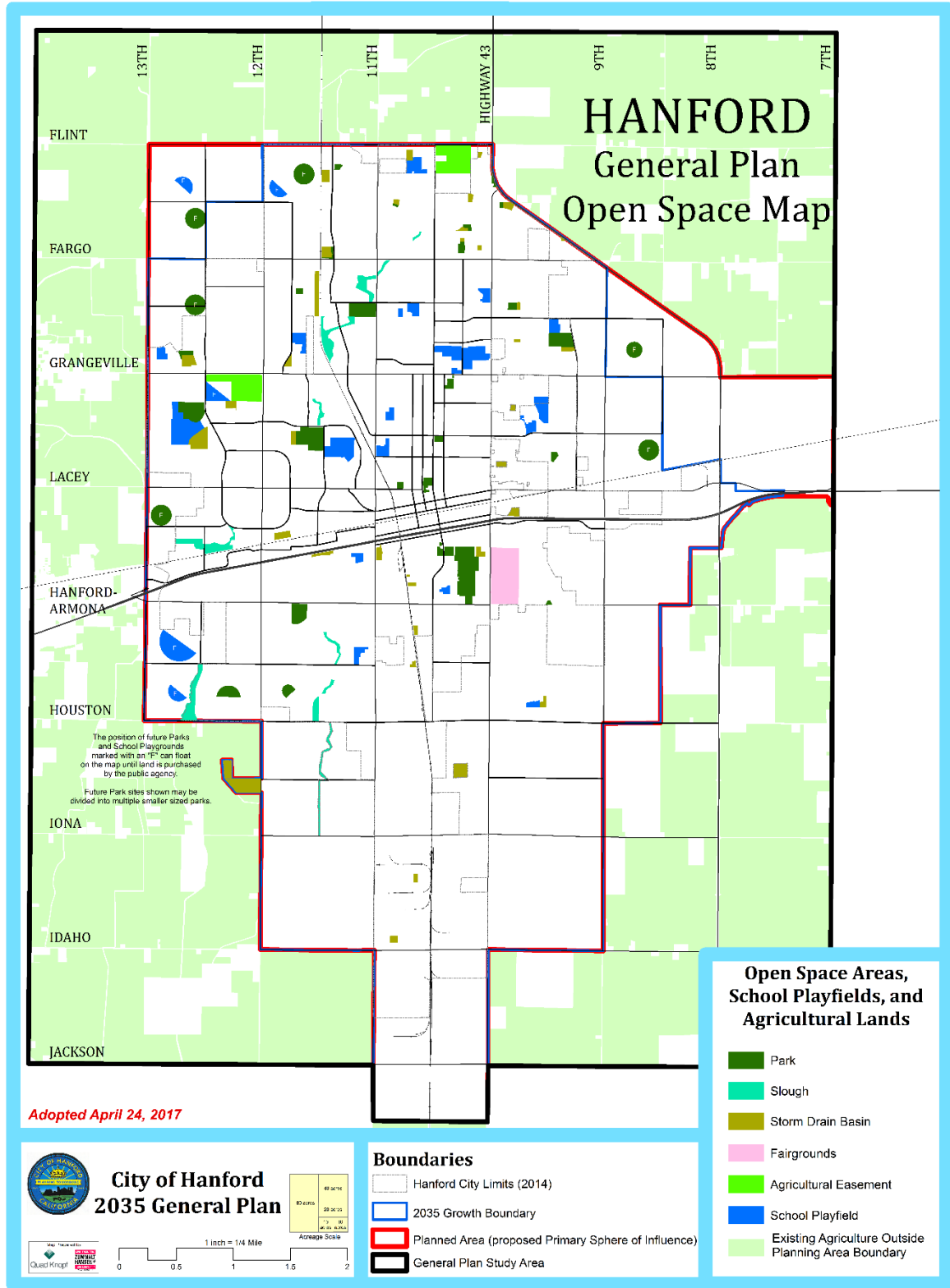
Where appropriate, support dual-purpose storm water detention basins for multiple use as parks.

5.7.2 Mini-Parks

Policy 055 Mini-Parks

Allow mini-parks between 0.25 acres to 1.0 acre in size to be built at locations that are easily accessed by the residents of the neighborhood. Mini-parks do not contribute to the citywide park ratio goal and are considered an optional addition, and not an alternative to neighborhood and community parks.

Figure 5-1: General Plan Open Space Map



Policy 056 Mini-Park Maintenance

Require all new mini-parks to be maintained with a funding source from the residences served by the park, such as landscape and lighting district or a homeowner's association.

5.7.3 Neighborhood Parks

Policy 057 Neighborhood Parks

Establish neighborhood parks generally between 2 and 5 acres in size at locations easily accessed by residents of the neighborhood.

Policy 058 Neighborhood Parks Service Area

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.

Policy 059 Neighborhood Parks and Schools

Whenever possible, new neighborhood parks shall be developed in conjunction with elementary schools.

5.7.4 Community Parks

Policy 060 Community Parks

Establish community parks generally between 10 and 20 acres in size.

Policy 061 Community Parks Service Area

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

5.7.5 Regional and Special Use Parks

Policy 062 Regional Parks

Where appropriate, participate with other agencies in the acquisition, management, and use of regional parks and facilities that would benefit Hanford residents.

Policy 063 Special Use Parks

Provide special use parks based on community needs.

5.7.6 Park Design and Maintenance

Policy 064 Park Visibility

Parks shall be designed to promote a safe and clean environment for recreation. New neighborhoods shall be designed so that common side and rear residential property lines with parks are minimized and visibility of parks from public streets is maximized.

Policy 065 Development Impact Fee for Parks

Adopt and periodically update a park development impact fee to fund new neighborhood and community parks needed to serve new growth.

Policy 066 Park and Landscaped Area Maintenance

Provide adequate staff to maintain parks and other public landscaped areas.

Policy 067 Private Recreational Space

Adopt minimum standards for the development of private recreational space for new multi-family residential projects.

5.7.7 Recreation Programs

Policy 068 Variety of Recreational Programs

Provide a variety of recreational programs that accommodate all age groups and abilities.

5.7.8 Special Events

There is an array of special events to attend in Hanford throughout the year. Many of these events are provided by Main Street Hanford and the Hanford Chamber of Commerce. These events are popular and are attended by both residents and visitors.

Policy 069 Festivals and Events

Continue to sponsor festivals and events that serve to draw the community together, welcome visitors, and enhance the City's economic health.

CHAPTER 6

PUBLIC FACILITIES & SERVICES

The Public Facilities and Services Element is an optional element of the General Plan designed to address the physical and fiscal impacts associated with development. Public facilities covered in this element include water distribution, wastewater collection and disposal, storm water collection, and solid waste collection. This element also includes City services including police and fire protection, schools, libraries, and other government facilities.

6.1 Principles Related to Public Facilities & Services

The guiding principles related to public facilities and services are:

- A prosperous community
- Respectful provision of government services
- Efficient provision of urban services and public utilities
- Clean, useable city facilities
- Enhancement of quality of life
- Orderly growth and development, concentrically located around the historic center of the City
- Enhancement of the historic center of the City
- A well-designed, physically integrated, livable community
- Collaborative relationship with citizens

6.2 Water Distribution Facilities

Hanford's water system is a ground water system. No surface water is used by the water system. Water is pumped from wells over 1,500 feet deep. The well depth is determined by the water quality. Hanford's water distribution system includes 4-inch to 30-inch pipes with water mains laid out on an approximately

one mile grid. Expansion of the system will require continued looping of lines and expansion of fire flow reserve facilities.

Water Distribution Facilities Goal

Goal P1: Adequate water quality and quantity to meet existing and planned needs.

6.2.1 Water Supply and Treatment Facilities

Policy P1 Adequate Water Services

Provide adequate water services to support the level of development identified in the land use element.

Policy P2 Water Master Plan

Prepare and periodically update a Water Master Plan to plan for new growth identified in the land use element.

Policy P3 Water Supply and Fire Flow Availability

Condition approval of new development projects and water service extensions on the availability of adequate water supply and the ability to meet domestic and fire flow needs of the area.

Policy P4 Groundwater Management Program

Work cooperatively with other water management agencies to prepare a groundwater management program as needed to ensure sufficient water supply for new growth identified in the land use element.

Policy P5 Groundwater Recharge

When necessary and practical, cooperate with other water agencies to acquire water for the recharge, replenishment and/or banking of groundwater for future demand.

6.2.2 Water Distribution Facilities

Policy P6 System-wide Water Improvements

Include system-wide water improvements in the City Capital Improvement Program that are required to maintain current levels of service while extending service to newly developing areas.

Policy P7 New Water Infrastructure

Require developers to fund and install new water distribution facilities to service their new developments.

Policy P8 Impact Fees for Water Facilities

Adopt and periodically update a water impact fee to fund community-wide water supply, treatment, and distribution infrastructure needed to serve new growth.

6.3 Wastewater Facilities

Hanford's existing wastewater system includes a treatment facility south of Houston Avenue and east of 11th Avenue with a current treatment capacity of 8 million gallons per day. There is a network of over 200 miles of sewer collection lines with 21 sewer lift stations at various locations throughout the city.

Wastewater Facilities Goal

Goal P2: Adequate wastewater collection and treatment to meet both existing and planned needs.

Policy P9 Sufficient Collection and Treatment

Ensure provision of sufficient wastewater collection and treatment facilities to support the existing and new growth identified in the land use element.

Policy P10 Wastewater Master Plan

Prepare and periodically update a Wastewater Master Plan to plan for new growth identified in the land use element.

Policy P11 Adequate Sanitary Sewer Improvements Availability

Condition approval of development projects on the provision of adequate sanitary sewer improvements.

Policy P12 System-Wide Wastewater

Include system-wide wastewater improvements in the City Capital Improvement Program that are required to maintain current levels of service while extending service to newly developing areas.

Policy P13 New Wastewater Infrastructure

Require developers to fund and install new wastewater collection facilities to service their new developments.

Policy P14 Impact Fees for Wastewater Facilities

Adopt and periodically update a wastewater impact fee to fund community-wide wastewater collection and treatment needed to serve new growth.

6.4 Storm Water Drainage Facilities

Storm water drainage infrastructure includes natural drainage channels, retention and detention basins, piping, drainage inlets, street gutters, and pump stations.

Storm Water Drainage Goals

Goal P3: Adequate and effective stormwater collection and disposal to meet both existing and planned needs.

Goal P4: Protection of stormwater from contaminants.

6.4.1 Storm Water Facilities

Policy P15 Adequate Storm Water Services

Provide adequate storm water drainage infrastructure to support the level of development identified in the land use element.

Policy P16 Storm Water Master Plan

Prepare and periodically update a Storm Water Master Plan to plan for new growth identified in the land use element.

Policy P17 Adequate Storm Water Drainage Improvements Availability

Condition approval of development projects on the provision of adequate storm water drainage improvements.

Policy P18 Area-Wide Storm Water Drainage

Include area-wide storm water drainage improvements in the City Capital Improvement Program that are required to maintain current levels of service while extending service to newly developing areas.

Policy P19 Multi-use Storm Water Basins

Where appropriate, support dual-purpose storm water detention basins for multiple use as parks.

Policy P20 Sloughs and Watercourses

To the extent feasible, maintain slough remnants and watercourses within the Hanford Planning Area as components of the storm drainage infrastructure.

Policy P21 New Storm Water Drainage Infrastructure

Require developers to fund and install new storm water drainage facilities to service their new developments.

Policy P22 Impact Fees for Wastewater Facilities

Adopt and periodically update a wastewater drainage impact fee to fund area-wide storm water drainage needed to serve new growth.

Policy P23 Channels, Basins, and Other Drainage Facilities

Maintain natural and manmade channels, basins, and other drainage facilities to ensure that their full use and carrying capacity is not impaired.

Policy P24 New Development Run-Off Volumes

Require new development to discharge storm water runoff at volumes no greater than the capacity of any portion of the existing downstream system by utilizing detention or retention or other approved methods, unless the project is providing drainage infrastructure in accordance with an adopted drainage plan.

Policy P25 Reduction in Storm Water Runoff

Adopt development standards to reduce peak-hour storm water flow and increase groundwater recharge.

6.4.2 Flood Zones

Hanford is located within a 500-year Flood Zone as defined by the Federal Emergency Management Agencies Flood Insurance Maps. Five-Hundred Year Flood describes the flood that has a 0.2 percent chance of being equaled or exceeded in any year. Areas subject to the 500-year flood have a moderate to low risk of flooding. As expected, no floods have occurred in the area during recent years and therefore, there has not been a need to impede or place building restrictions upon development.

6.4.3 Storm Water Quality and Programs

Storm water starts off relatively free of pollutants, but as it flows over the landscape it picks up substances from roads, parking lots, and lawns and carries these pollutants directly into the basins and ditches. Many of these pollutants are harmful to the plants and animals that live in or adjacent to streams and ponds. The Storm Water Management Plan (SWMP) contains activities to reduce the amount of pollution in the storm water runoff.

Policy P26 Storm Water Management Plan

Adopt, implement, and periodically update a Storm Water Management Plan to reduce the amount of pollution in storm water that is collected.

6.5 Solid Waste Disposal/Recycling

The City of Hanford provides refuse collection, as well as segregated green waste and recyclable collection within the incorporated limits of the city and in designated county areas. The solid waste is taken to a disposal and recycling facility at Hanford-Armona Road and SR 43, which is operated by Kings County Waste Management Authority, a joint powers agency of which the City of Hanford is a member.

Solid Waste Disposal/Recycling Goals

Goal P5: Adequate solid waste disposal capacity to meet existing and future demands.

Goal P6: Continued waste stream reduction through education, recycling and other means.

Policy P27 Recycling Programs

Participate in and encourage waste diversion and recycling programs and efforts.

Policy P28 Kings Waster Recycling Authority

Participate as a member and support the Kings Waste Recycling Authority.

6.6 Dry Utilities

Dry utilities include infrastructure to provide natural gas, electricity, and communication services. In Hanford, all of these services are provided by private utility companies.

Dry Utilities Goal

Goal P7: *Safe, reliable, efficient and economical electricity, gas, telecommunication, and similar services.*

6.6.1 Gas and Electricity Service

Pacific Gas & Electric Company (PG&E) and Southern California Edison Company (SCE) both supply electricity to Hanford. Within the Study Area, PG&E provides power to sites that are located south of Iona Avenue and north of Flint Avenue. SCE supplies power to sites north of Iona Avenue and south of Flint Avenue.

Policy P29 Provision of Gas and Electricity Service

Coordinate with gas and electricity utility providers to ensure that they can and will provide service to existing development as well as new growth areas.

Policy P30 Gas and Electricity Infrastructure Design

Coordinate with gas and electricity utility providers to design facilities to minimize visual impacts, preserve existing land uses, avoid natural and cultural resources, and minimize safety risks.

Policy P31 Undergrounding of Utility Lines

Utilize Rule 20A funds, when available, to convert existing overhead utility lines to underground lines, with priority given to lines in the Downtown area.

6.6.2 Communication Service

The following communication services are available: Telephone services including cellular services, long-distance services, ISDN and other high-technological services, television services, internet access, and fiber optics are currently provided in Hanford by private service carriers.

Policy P32 Provision of Communications Service

Coordinate with communications providers to ensure that they can and will provide service to existing development as well as new growth areas.

Policy P33 Communications Infrastructure Design

Coordinate with communication providers to design facilities to minimize visual impacts, preserve existing land uses, avoid natural and cultural resources, and minimize safety risks.

6.7 Law Enforcement

The Hanford Police Department provides police protection services within the City of Hanford. The goal of the Department is to reduce the impact of crime and the fear it causes to victims of those crimes. The Department supports a policing philosophy that promotes and supports organizational strategies to address the causes of crime and social disorder through problem solving tactics and community/police partnerships. The Police Department operates out of a single station located at 425 North Irwin Street.

Law Enforcement Goals

Goal P8: Crime prevention and reduction throughout the community.

Goal P9: Functional public buildings to adequately house police protection personnel and equipment.

6.7.1 Law Enforcement Facilities

Policy P34 Police Station

Provide for additional structures and acquire additional land as needed for an expanded police station with adequate police vehicle parking to maintain acceptable response times to meet new population growth.

Policy P35 Police Master Plan

Prepare and periodically update a Police Master Plan to plan for new growth identified in the land use element.

Policy P36 Vehicles and Safety Equipment

Provide for police equipment needs including vehicles and safety equipment as public safety services are expanded to meet new population growth.

Policy P37 Impact Fees for Police Facilities

Require new development to provide funding to meet the cost of providing vehicles, equipment, and structures, to meet the needs of new population growth.

6.7.2 Crime Prevention Programs

The Hanford Police Department provides a number of programs to assist in meeting its crime prevention goals. The Department is also responsible for animal control.

Policy P38 Police Officer Ratio

Provide for adequate law enforcement officers and staffing needs to meet the new population growth.

Policy P39 Drug-Free Hanford

Support programs that reduce the incidence of substance abuse in Hanford.

Policy P40 Youth Programs

Lead and participate in programs and organizations that encourage positive relationships between youth, parents, schools, and law enforcement

Policy P41 Neighborhood Watch Programs

Develop a corrective action plan to deal with high crime areas, including implementation measures such neighborhood watch programs.

Policy P42 Crimefree Multi-Family Housing Program

Create partnerships amongst the police, property owners, and property managers, and to keep rental properties free of illegal activities.

Policy P43 Crime Prevention Education

Lead and participate in programs that educate citizens about crime prevention.

Policy P44 Agreements and Services

Maintain Mutual Aid Agreements and 911 Services with local and regional agencies.

Policy P45 Animal Control

Provide adequate staffing, equipment, and facility space for the control of animals in the city.

6.7.3 Crime Prevention through Environmental Design

Crime Prevention through Environmental Design (CPTED) is a multi-disciplinary approach to deterring criminal behavior through environmental design. It seeks to dissuade offenders from committing crimes by manipulating the physical environment in which those crimes might occur. The three most common built environment strategies applied in CPTED are natural surveillance, natural access control, and natural territorial reinforcement. Proper design and effective use of the built environment can lead to a reduction in the incidence and fear of crime. The CPTED principles are:

- Use design elements to define space physically or symbolically and control access to property.
- Design activities and spaces so that users of the space are visible rather than concealed.
- Employ certain elements to convey a sense of arrival and ownership and guide the public through clearly delineated public, semi-public, and private spaces.

Policy P46 Building Design for Safety

Encourage building designs that help to reduce crime and improve resident safety.

Policy P47 Lighting for Safety

Facilitate public safety through the placement and design of outdoor lighting, while respecting the privacy of surrounding properties.

Policy P48 CPTED Principles for Safety

Create building and neighborhood design standards that are consistent with Crime Prevention through Environmental Design (CPTED) principles.

6.8 Fire Protection and Emergency Services

The Hanford Fire Department provides emergency and fire protection services for residents and buildings within the city limits. Emergency services provided by the Fire Department include technical rescue, hazardous materials response, emergency medical services, and emergency disaster management. Station 1, located at 350 W. Grangeville Boulevard provides service north of SR 198, while Station 2 at 10553 Houston Avenue provides south of SR 198.

The Kings County Fire Department also provides additional services for the unincorporated areas, as well as serving as the Office of Emergency Management for all of Kings County. There are two County fire stations just outside the Plan Area, on Houston Avenue just east of SR 43, and in the community of Armona. American Ambulance, a private company, provides emergency medical transportation services in the Plan Area.

Fire Protection and Emergency Services Goals

Goal P10: Prevention of loss of life and property from fire or other disaster.

Goal P11: Functional public buildings to house fire and emergency services personnel and equipment.

6.8.1 Fire Protection and Emergency Services Facilities and Equipment

Hanford owns two vacant sites designated for future fire stations. A future station is planned at Centennial Drive and Berkshire Lane in the city's northwest quadrant, while another is planned at 12th Avenue and Hanford-Armona Road in the southwest quadrant. An eastside fire station is also planned at 9¹/₄ Avenue and Florinda Street. This site has not yet been acquired. It is anticipated that a total of five city fire stations will be needed to accommodate buildout projected to occur during the Planning period.

Policy P49 Emergency Service Response Times

Provide fire stations at locations to achieve and maintain an adequate response time for emergencies within the City.

Policy P50 Fire Master Plan

Prepare and periodically update a Fire Master Plan to plan for new growth identified in the land use element.

Policy P51 Fire Station Locations

Provide for five City fire station locations within the 2035 Growth Boundary on the General Plan Land Use Map.

Policy P52 Impact Fees for Fire Facilities

Require developers to contribute impact fees to fund the cost of providing fire facilities needed to support new population growth and development.

Policy P53 Fire Protection Personnel

Provide adequate fire suppression personnel and staff at each fire station to meet increased demands from population growth.

Policy P54 Provision of Fire Protection Equipment

Provide for fire protection vehicles and safety equipment to meet increased demands from population growth.

Policy P55 Water Supply to Meet Fire Demand

Provide adequate water supply and fire flow throughout the Hanford water system to meet fire demand during times of peak domestic water demand.

Policy P56 Emergency Transport Services

Support the expansion of emergency transport services at locations within the Planning Area that can most effectively improve service.

6.8.2 Fire Protection and Emergency Services Programs

The Hanford Fire Department has automatic aid agreements with Kings County Fire Department, and mutual aid agreements with a number of fire agencies in the region. The Department regularly makes presentations to promote safety and well-being. Topics have included Fire and Burn Safety, Holiday Safety, CPR, Earthquake and Disaster Preparedness, and Poison Safety.

Policy P57 Automatic Aid Agreement

Maintain automatic aid agreements with Kings County Fire Department.

Policy P58 Mutual Aid Agreements

Maintain mutual aid agreements with other local and regional agencies.

Policy P59 Fire and Building Codes

Continue to enforce the California Fire Code, California Building Code, and Hanford Municipal Code to mitigate threats to safety and property.

Policy P60 Sprinklers for Commercial Buildings

Require that new commercial and industrial buildings less than 5,000 square feet that are outside of a 2¼ mile response distance include fire suppression sprinkler systems.

Policy P61 Emergency Preparedness

Continue to upgrade preparedness strategies and techniques so as to be prepared when natural or man-made disaster occurs.

Policy P62 Fire Protection Education Programs

Continue to provide public education programs to raise awareness of potential fire and safety threats.

6.9 School Facilities

There are six elementary school districts and one high school district within the Planning Area. They are Hanford Joint Union High School District, Hanford Elementary School District, Pioneer Union Elementary School District, Kings River-Hardwick Union Elementary School District, Kit Carson Union Elementary School District, Lakeside Union Elementary School District, and Armona Union Elementary School District. There are also private schools that provide educational services.

School Facilities Goal

Goal P12: Adequate provision of school facilities to serve projected growth.

6.9.1 Elementary and Middle Schools

Policy P63 Educational Facilities Locations

Coordinate with school districts for them to locate and acquire school sites in new development areas.

Policy P64 Neighborhood Focal Points

Encourage elementary and middle schools sites be integrated into neighborhoods to be a focal point in the neighborhood and to encourage access via bicycling and walking.

Policy P65 After School Recreational and Meeting Use

Coordinate with school districts to allow non-school-related public use of school sites for recreational activities, meeting places or other uses that do not interfere with their primary educational mission.

6.9.2 High Schools

Policy P66 Fourth High School Location

Strongly encourage that the future fourth high school site be located south of State Route 198.

Policy P67 Shared Use of High School Facilities

Coordinate with Hanford Joint Union High School District to allow non-school related public use of school facilities for recreational activities, meeting places or other uses that do not interfere with their primary educational mission.

6.9.3 Colleges

Policy P68 Higher Education

Encourage the development of private and public institutions of higher education.

Policy P69 College of Sequoias

Support and promote College of the Sequoias as a region-serving institution of higher education.

Policy P70 Vocational Training Centers

Encourage the expansion and development of vocational training centers and programs to support the growth of the Kings Industrial Park and other trades in the Hanford area.

6.10 Other Public Buildings and Services

The City of Hanford owns and operates a number of public buildings that provide governmental and civic services to the community.

Public Buildings and Services Goal

Goal P13: Timely, functional, safe, and attractive public and buildings that meet the needs of current and future residents.

6.10.1 Civic Center Park Facilities

The Civic Center Park and its adjacent public buildings are a focal point in the community and acts as a gathering place for a number of activities. The site includes the Civic Auditorium, the Veterans Memorial Building, the Bastille, and the old County Courthouse.

Policy P71 Public Function of Civic Center

Maintain and enhance the centralized public functions of the Civic Center area.

Policy P72 Event Space

Continue to encourage the use of the Civic Center Park’s facilities for public community and social events.

Policy P73 Civic Center Master Plan

Consider development of an urban design master plan for the Civic Center area.

6.10.2 Library

The Hanford Branch of the Kings County Library system is located in downtown Hanford at 401 N. Douty Street.

Policy P74 Important Activity Center

Coordinate with Kings County to maintain existing library facilities as an important activity center within the community.

Policy P75 Public Access to Technology

Encourage all residents have access to library services including access to computers and other technology.

6.10.3 Meeting and Gathering Facilities

The City currently has several facilities where the community can gather for public activities and special events. The Hanford Civic Auditorium, the Veterans/Senior Center, Coe Park Hall, Longfield Center, and The Party Zone at Hanford Teen Center in the Hanford Civic Auditorium are the current local public meeting places.

Policy P76 Public Meeting Places

Continue to provide places for the public to meet and hold special events and activities.

6.10.4 General Government Services

The City Hall is located at 315 to 321 N. Douty Street in Downtown. It houses all departments of the City’s government with the exception of the Public Works Department, which is housed at the City Corporation Yard located at 900 10th Avenue, the Fire Department which is housed at Station No. 1, and the Police Department which is located at 425 N. Irwin Street.

Policy P77 Provision of Government Facilities

Provide space for adequate facilities to meet the City’s government functions for existing and future residents, businesses, and visitors.

Policy P78 City Government in Downtown

Locate all City government departments with the exception of Public Works and Fire Departments in the Downtown area.

Policy P79 Impact Fees for General Government Facilities

Require developers to contribute impact fees to fund the cost of providing expanded general government facilities needed to support new population growth and development.

6.10.5 Other Services

Adventist Medical Center-Hanford and its affiliates are an acute-care hospital in Hanford that serves communities in Kings, Tulare, Kern and southern Fresno counties. The medical center oversees a network of primary care physicians, community care clinics, and residency programs.

Many of Hanford's families and working parents depend upon the availability of childcare and afterschool services. Childcare services can range from informal situations such as babysitters to more formal situations such as day care centers. There is a need to complement the growth of employment opportunities and residential development within Hanford with additional childcare facilities. Locating childcare facilities in proximity to employment is often successful.

Policy P80 Health Care Services

Support hospitals, clinics, shelters, and other medical services that meet the health care needs of Hanford's residents.

Policy P81 Emergency Service Locations

Designate local hospitals as emergency service locations as a component of the City's Emergency Response Plan. Work closely with local hospitals to encourage hospital preparation and coordinate disaster recovery plans.

Policy P82 Child and Adult Care Services

Support and encourage the provision of child and adult care services.

CHAPTER 7

HEALTH, SAFETY, AND NOISE

The protection of life and property from natural and human-made hazards are issues to be addressed in the General Plan. Some of these hazards may occur naturally, such as earthquakes or drought. Other hazards, like floods, can result from a combination of human alteration of the natural environment with a naturally occurring event. Additional hazards are completely human-made, such as structure fires and exposure to hazardous materials. The purpose of this Health and Safety Chapter is to identify public health and property risks and improve living conditions to foster the physical health and well-being of Hanford’s residents. This chapter comprises the noise element and safety element, as well as policies for healthy living and environmental justice.

7.1 Principles Related to Health & Safety

The guiding principles related to health and safety are:

- A prosperous community
- Safety, peace of mind, and high quality of life
- Protection from conditions that would pose a threat to life, environment, and property
- Safe, swift, and efficient response to emergencies
- Healthy and active citizens

7.2 Emergency Preparedness

Proactive disaster mitigation planning at the City level can help reduce the effects of a disaster by increasing response times, organizing resources and protecting critical community facilities, reducing liability exposure, and minimizing overall community impacts and disruption.

Emergency Preparedness Goals

Goal H1: Reduced impacts to human life, property, the local economy, and the environment resulting from natural hazards, human-trade hazards, and noise.

Goal H2: High quality emergency services to protect life and property.

Policy H1 Kings County Multi-jurisdictional Hazard Mitigation Plan

Integrate the mitigation measures of the Kings County Multi-jurisdictional Hazard Mitigation Plan where relevant and applicable.

Policy H2 Update to the Multi-jurisdictional Hazard Mitigation Plan

Collaborate with the Kings County Office of Emergency Management in the development of updates to the Kings County Multi-jurisdictional Hazard Mitigation Plan.

Policy H3 Disaster Preparedness

Lead in the preparation for natural and man-made disasters by taking a proactive approach.

Policy H4 Emergency Preparedness Plan

Update and implement the Emergency Preparedness Plan annually to respond to changes in land use, population, and incorporated boundaries, including evacuation routes, locations of critical facilities, peak load water supply requirements, minimum road widths and turning radii, and identification of risks.

Policy H5 City Hall as the Emergency Operations Center

Maintain City Hall as the Emergency Operations Center (EOC) in Hanford.

Policy H6 Disaster Preparedness Information

Educate the public about disaster preparedness by providing information on supplies, training, evacuation routes, communication systems and shelter locations.

Policy H7 Disaster Preparedness for Special Needs Populations

Identify and develop communication systems, evacuation methods, shelter locations and other services for special needs populations.

Policy H8 Provide for Adequate Levels of Service

Evaluate safety service limitations on an annual basis to provide for adequate levels of service.

Policy H9 Water Facilities in Emergencies

Ensure that public and private water facilities have adequate capacity to supply emergency needs.

Policy H10 Emergency Routes

Continue to collaborate with Kings County Office of Emergency Management to establish and maintain an Emergency Operations Plan that includes identification of Hanford’s emergency evacuation routes and operational needs for first responders.

Policy H11 Emergency Response Facilities

Establish the capability to relocate critical emergency response facilities such as fire, police and essential services facilities, if needed.

Policy H12 Quantify Emergency Preparedness Levels

Develop a procedure to quantify community emergency preparedness levels.

Policy H13 Volunteer Programs for Disaster Preparedness

Encourage City employees through a volunteer program to obtain training in disaster preparedness and basic first aid skills.

7.3 Natural Hazards

Natural hazards are naturally occurring event’s that put health, safety, and property at risk. The following natural hazards are ones that are most likely to occur in the Hanford area.

Natural Hazards Goal

Goal H3: Reduced risk to public health and safety and disruption of social, economic, and environmental welfare resulting from natural hazards.

7.3.1 Drought

Droughts are widespread events that, when they occur, affect all of Kings County and surrounding counties. Impacts include water restrictions on homes and businesses, agricultural and livestock losses, negative economic impacts, and increased costs for water. Secondary effects include increased groundwater pumping that can contribute to land subsidence problems and degraded water quality.

Policy H14 Reduction in Individual Domestic Well Use

Consider policies and investments in the City water system that will allow homes using individual wells to connect to the City water system.

7.3.2 Earthquakes

No major fault systems are known to exist in Kings County. Ground shaking is the most likely damaging effect of an earthquake for Hanford. The community’s vulnerability is increased due to its large number of unreinforced masonry buildings, many of them historic properties.

Policy H15 Building Codes and Standards for Earthquakes

Maintain and enforce current buildings codes and standards to reduce the potential for structural failure caused by ground shaking and other geologic hazards.

Policy H16 Hazardous Buildings Upgrade

Develop policies to assist in the upgrading of seismically hazardous (unreinforced masonry) buildings within the City.

Policy H17 Geologic and Soils Studies

Require geologic and soils studies to identify potential hazards as part of the approval process for all new development prior to grading activities where questionable conditions exist.

7.3.3 Extreme Heat

Prolonged, high temperatures in the summer can lead to conditions of extreme heat. Field workers and other outdoor workers are susceptible to heat exhaustion and heat stroke. Elderly residents who live alone and have limited mobility are also vulnerable during heat waves. Problems with power loss and water distribution also can occur during periods of extreme heat. Kings County has adopted an Extreme Heat Emergency Plan that identifies cooling stations to avoid extreme heat conditions. The sites include the Hanford Mall, Hanford Branch Library, the Kings County Government Center, and the Salvation Army. The Plan calls for the City of Hanford to declare a local heat emergency when the National Weather Service Hanford office predicts the daytime temperatures will exceed 105°F.

Policy H18 Extreme Heat Emergency Plan

Support the maintenance and implementation of the Kings County Extreme Heat Emergency Plan to support vulnerable populations during times of extreme heat.

Policy H19 Cooling Centers

Periodically evaluate the effectiveness of existing cooling centers and determine the need for additional cooling centers as population increases.

7.3.4 Floods

Hanford has several natural drainage courses and irrigation canals, but 100-year flooding is not a hazard in the Hanford area. The major irrigation ditches that run through Hanford are the Peoples Ditch and Lakeside Ditch. These ditches are operated and maintained privately by the Peoples Ditch Company and Lakeside Water District respectively. The National Flood Insurance Study for Hanford concluded that the Peoples Ditch and Lakeside Ditch are not flood hazards. The most likely flooding that could occur would be localized flooding resulting from the failure of the storm water drainage system.

Policy H20 New Development Requirements for Flood Protection

Require new development to provide onsite drainage or contribute towards their fair share cost of off-site drainage facilities to handle surface runoff.

Policy H21 Stormwater System Maintenance

Provide ongoing stormwater maintenance activities such as routine inspections, cleaning, and preventive repairs.

7.3.5 Dam Failure

The Hazard Mitigation Plan for Kings County concludes that dam inundation is not a significant hazard due to the very low probability of dam failure and distance of Hanford from existing dams.

7.3.6 Fog

The San Joaquin Valley has a unique fog problem. The Tule fog season in Kings County is typically December through February. Fog contributes to transportation accidents and is a significant life safety hazard. Disruptions from fog include delayed emergency response vehicles and school closures. Highways and busy intersections during traffic rush hours become hazardous areas during severe fog events.

Policy H22 Maintenance of Traffic Control Devices

Maintain a traffic signage and striping system that helps drivers navigate during Tule fog events.

Policy H23 Driving Techniques in the Fog

Educate the public on driving techniques for navigating in the Tule fog.

7.3.7 Freeze

Although Hanford is considered to have relatively mild winters, periods of extreme cold or freeze can occur. Freezes can cause water pipes to rupture, resulting in building flooding. Crops can be damaged or lost. People with inadequately heated homes can be subject to health risks.

Policy H24 Warming Centers

Periodically evaluate the effectiveness of warming center and determine the need for additional warming center as population increases.

7.3.8 Wind and Dust Storms

Hanford is in the Very Low Risk category for tornados. However, wind and dust storms can occur, resulting in property losses and a mild health risk.

Policy H25 Debris Management

Enhance strategies for debris management after windstorm events.

Policy H26 Electrical Utilities

Support and encourage electrical utilities to use underground construction methods where possible to reduce power outages from windstorms.

7.4 Manmade Hazards

Manmade Hazards Goals

Goal H4: Quality fire protection services throughout the City of Hanford.

Goal H5: Protection from the harmful effects of hazardous materials.

Goal H6: Avoidance of properties contaminated by toxic or hazardous materials.

7.4.1 Structure Fires

Reducing fire hazards, maintaining appropriate fire services, and providing fire prevention information will help to reduce the risk of loss from fires. In addition, the sooner a seriously injured or sick person receives help, the more likely he or she is to survive. Due to the large proportion of older buildings in Downtown Hanford, there is a higher risk for structure fires.

Policy H27 Fire Code

Ensure that all new buildings are constructed to current Fire Code Standards.

7.4.2 Grass Fires

Policy H28 Weed Abatement

Continue with an intensive weed abatement program to minimize fire hazards near urban uses.

7.4.3 Hazardous Materials and Toxic Waste

Proper storage, use, disposal, and transport of hazardous materials are necessary to reduce the risk of contamination to surface and groundwater, land resources, air, and environmentally sensitive areas. Serious injuries, loss of life and economic disruption can occur as a result of accidents related to hazardous materials. Used motor oil, paint, solvents, lawn care and gardening products, household cleaners, gasoline, and refrigerants are among the diverse range of substances classified as hazardous materials.

Policy H29 Household Hazardous Materials

Coordinate with other public agencies to educate consumers about the proper household use and disposal of hazardous materials.

Policy H30 Industrial Hazardous Materials

Require industrial uses that rely extensively on the use of hazardous materials to adopt an acceptable use, storage, disposal, and emergency response program that has been approved by appropriate agencies.

Policy H31 Adequate Separation from Sensitive Uses

Require adequate separation between industrial areas where hazardous materials are present and sensitive uses such as schools, residential areas, parks, and public facilities.

Policy H32 Project Review Evaluation

Evaluate the risks involving the disposal, transport, manufacture, storage and handling of hazardous material in Hanford in the project review process.

Policy H33 Educational Opportunities

Coordinate with Kings County to provide educational opportunities to the public regarding the generation of small quantity, household and agricultural waste products regarding their responsibilities for source reduction and proper and safe hazardous waste management.

Policy H34 Sensitive Receptors

Avoid siting uses with new sensitive receptors near existing industrial facilities that use or produce hazardous material or may emit toxic air contaminants.

Policy H35 Kings County Health Department

Coordinate with the Kings County Health Department for the implementation of the Hazardous Materials Disclosure Law.

7.4.4 Hazardous Waste Transport

Large quantities of hazardous materials are transported along SR 198, SR 43, and freight rail lines that pass through Hanford, making it susceptible to hazardous spills, releases, or accidents. Given the capacity of the Kettleman Hills facility and the many waste generators shipping hazardous materials to that facility, there is a significant potential risk to Hanford from transportation of hazardous waste.

Policy H36 Transport of Hazardous Materials

Promote the safe transport of hazardous materials through Hanford by designating hazardous material carrier routes to direct hazardous materials away from populated and other sensitive areas, and prohibiting vehicles transporting hazardous materials from parking on City streets. Coordinate with the California Highway Patrol to maintain designated travel routes through the Hanford Area for vehicles transporting hazardous materials.

7.4.5 Brownfields

Policy H37 Property Clean Up

Ensure that hazardous materials are cleaned up before a property is developed or redeveloped.

Policy H38 Brownfield Site Inventory and Remediation Policies

Coordinate with property owners and the California Department of Toxic Substance Control to inventory brownfields and develop plans and policies to remediate contamination.

7.5 Noise

Noise is usually defined as unwanted sound. It consists of any sound that may produce physiological or psychological damage and/or interfere with human communication, work, rest, recreation, and sleep. Noise has become an environmental pollutant that threatens the quality of life. Extreme levels of noise can cause pain and hearing loss. In addition, continuous exposure to noise pollution is associated with hypertension, increased blood pressure. Children can experience impaired reading comprehension and long term memory loss.

Noise Goals

Goal H7: Protection from the harmful and annoying effect of excessive noise.

Goal H8: Protection of the City's economic base by preventing incompatible land uses from encroaching upon existing or planned noise-producing uses.

7.5.1 Major Noise Sources

Policy H39 Aircraft Noise

Evaluate proposed development proposals against the land use policies of the Kings County Airport land Use Compatibility Plan.

Policy H40 Ground Transportation Noise

Limit the effects of vehicle noise generation by designating truck routes, limiting vehicle speeds, standards relating to vehicle noise emission levels and muffler systems.

Policy H41 Interior Noise Exposure

Adopt State Noise Insulation Standards (California Code of Regulations, Title 24) and Chapter 35 of the Uniform Building Code (UBC) concerning interior noise exposure for new single, multi-family housing, hotels and motels.

Policy H42 Noise Evaluation for New Development

Evaluate proposed development proposals against existing and future noise levels from ground transportation noise sources.

Policy H43 Non-Transportation Noise

Mitigate noise created by non-transportation noise sources so as not to exceed the maximum allowable interior and exterior noise level standards.

Policy H44 Noise Contours

Develop noise contours for major transportation corridors and stationary facilities that emit noise levels greater than DNL of 60 dBA.

7.5.2 Noise Exposure

Policy H45 Minimizing Noise for Residences in Mixed-use Developments

Require mixed-use projects to minimize noise exposure within the indoor areas of residential areas through design and construction techniques such as separating residential space from mechanical equipment, loading bays, and parking lots, and through management and operating procedures.

Policy H46 Noise Ordinance

Adopt ordinances that limit noise-generating sources to acceptable, safe levels.

Policy H47 City Equipment Purchases

Purchase only equipment and vehicles that comply with noise level performance standards based upon the best available noise reduction technology.

Policy H48 Noise Mitigation for Construction Activities

Require all development projects to mitigate noise impacts associated with construction activities.

7.5.3 Noise-sensitive Land Uses

Policy H49 Acoustical Analysis

The City shall utilize procedures for project review and issuance of building permits to ensure that noise mitigation measures identified in an acoustical analysis are implemented in the project design.

Policy H50 Sound Walls

Utilize sound walls at the perimeter of new residential developments to protect from noise generated by transportation corridors.

Policy H51 Noise from Trains

Limit the effects of excessive train noise to existing and future noise sensitive land uses within proximity to railroad corridors.

7.6 Public Health and Fitness

Communities can be developed in such a way that promotes good health. Components of healthy living include walkable and bike-able streets, convenient and accessible parks, increased opportunities for social interaction, access to healthy foods and medical services, safe neighborhoods and public places, and

policies that promote healthier living. A community's overall health depends on multiple factors, including the environment they live in. A healthier living environment reduces health risks and promotes better lifestyle choices.

Public Health and Fitness Goals

Goal H9: Improved health, safety, and mental well-being.

Goal H10: Convenient access to healthy and nutritional food options.

7.6.1 Healthy Eating Opportunities

Nationwide and locally, there is an increasing number of youth and adults that are experiencing health complications related to obesity and diabetes. The increasingly sedentary life style of these at risk age groups has been a catalyst to look toward new ways of facilitating a comprehensive approach to improving the health of city residents by increasing opportunities for healthy foods such as fresh fruits and vegetables.

Policy H52 Access to Fresh Produce

Promote the availability of fresh fruits, vegetables, and other healthy foods.

Policy H53 Land Use Zones that Encourage Healthy Food Sales

Designate land use zones that allow convenience stores, supermarkets, and neighborhood markets that stock nutritional food choices in every existing and planned neighborhood.

Policy H54 Farmers Markets

Encourage year-round operation of farmers' markets with the Downtown as the locational preference.

Policy H55 Healthy Food Choices

Support schools and other organizations' efforts to encourage students and their families to make healthy food choices.

Policy H56 Heath Programs, Grants, and Incentives

Consider programs and incentives to encourage small grocery or convenience stores to sell fresh foods in underserved areas. These programs could include grants or loans to purchase updated equipment (e.g. refrigeration), publicity or directories of healthy food outlets, or connecting stores to wholesale sources of healthy, local, or organic food.

Policy H57 Community Gardens

Where practical, dedicate and/or encourage space for community gardens in parks or other appropriate sites.

Policy H58 Local Foods for City Functions

Encourage the purchase of local foods for City functions, and encourage school districts to do the same.

7.6.2 Environmental Justice

State law defines environmental justice as the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies. Environmental justice benefits include attractive and extensive green space, healthier children, fewer school days lost to illness and asthma, a more productive workforce, clean air and water, investment in pollution and noise abatement, and landscape improvements.

Policy H59 Health Initiatives

Facilitate the involvement of community residents, businesses, and organizations in the development, adoption, and implementation of community health initiatives.

Policy H60 Health and Land Use Decisions

Consider environmental justice issues as they are related to potential health impacts associated with land use decisions, including enforcement actions, to reduce the adverse health effects of hazardous materials, industrial activities, and other undesirable land uses on residents regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location.

Policy H61 Public Amenities

Consider environmental justice issues as they are related to the equitable provision of desirable public amenities such as parks, recreational facilities, and other beneficial uses that improve the quality of life.

Policy H62 Public Participation

Assure that all community residents have opportunities to participate in decisions that affect their environment and health, and make accommodations for them to be involved in the decision-making processes.

Policy H63 Use of Communication Tools, New Media, and Technology

Use traditional communication tools as well as new media and technology to provide clear and current information on City processes and decisions and to encourage public participation in City government.

7.6.3 Relationship of Health to Land Use Patterns and Parks Access

Research has shown that the availability of opportunities to engage in physical activity is positively correlated with the amount of physical activity people engage in. The availability of parks and recreation services are vital to increasing physical activity across all age sectors and plays a key role in reducing obesity rates. A mixing of residential, commercial, and office land uses has also been shown to increase walking for transportation.

Policy H64 Opportunities for Physical Activities

Improve health and mental well-being by offering convenient and safe opportunities for physical activity.

Policy H65 Comfortable Walking and Biking Environments

Provide comfortable environments and destinations for walking and bicycling to integrate physical activity into daily routines.

Policy H66 Non-Vehicular Access

Improve bicycle, pedestrian, and public transportation access to residential areas, educational and childcare facilities, employment centers, commercial centers, recreational areas, and other destination points.

Policy H67 Complete Communities

Support the concept of complete communities by requiring a mix of housing types that meet a variety of lifestyles and incomes.

Policy H68 New Growth Areas

Encourage a land use pattern, density, and mix of uses in new growth areas that minimize the number of vehicle miles traveled and support viable choices for public transit, bicycling, and walking.

Policy H69 Separation between Incompatible Land Uses and Residential Neighborhoods

Maintain a separation between uses that are incompatible with residential neighborhoods.

CHAPTER 8

COORDINATION WITH OTHER ELEMENTS

8.1 Principles Related to Housing and Air Quality Elements

- A prosperous community
- Opportunities for housing and jobs that benefit the existing and future community
- Enhancement of small town charm
- Downtown area as the physical, cultural, civic, and commercial center of Hanford
- Enhancement of quality of life
- Orderly growth and development, concentrically located around the historic center of the City
- Responsible management of land resources
- Enhancement of the historic center of the City
- Preservation of farmland
- A well-designed, physically integrated, livable community
- Less reliance on private motorized transportation
- Protection and preservation of natural resources

8.2 Coordination with Housing Element

The Housing Element of the Hanford General Plan is prepared separately from the rest of the General Plan in accordance with the timelines required by the State of California Department of Housing and Community Development (DHCD). Hanford typically joins with the other three Kings County cities and Kings County to prepare a combined Housing Element that covers all five jurisdictions in Kings County. The latest Housing Element is currently being prepared in this manner. Its planned adoption date is January 2016, and it will cover the time period from 2016 to 2024. The Housing Element remains a separate document, but it is still a full functioning Element of this General Plan

8.3 Coordination with Air Quality Element

Hanford adopted an Air Quality Element as a standalone document in 2010. The intention was that this Element would be incorporated into the General Plan Update. The Air Quality Element remains a separate document, but it is still a full functioning Element of this 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 eight counties within the boundaries of the San Joaquin Valley Air Pollution Control District (SJVAPCD) to include air quality elements or air quality goals, policies, and implementation strategies within other elements of their general plans. The City of Hanford (City) 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. In addition, the Air Quality Element conveys the interconnectedness of land use, transportation, and air quality in a single location in the General Plan. The City has also taken this opportunity to simultaneously address greenhouse gases and climate change issues in the Air Quality Element. Most of the actions to reduce air pollutant emissions also reduce greenhouse gas emissions.

GLOSSARY

Acres, Gross	The entire acreage of a site, calculated to the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.
Acres, Net	The portion of a site that can actually be built upon. Public or private road rights of way, and public open space are not included in the net acreage of a site.
Area of Interest.	A geographic area within the Hanford sphere of influence that is integral to Hanford's future city planning even though no specific land uses are designated.
Bikeway	A term that encompasses bicycle paths (Class 1), bicycle lanes (Class 2), and bicycle routes (Class 3.)
Brownfield	An area with abandoned, idle, or under-used industrial and commercial facilities where expansion, redevelopment, or reuse is complicated by real or perceived environmental contamination.
Capital Improvements Program (CIP)	A program administered by the City of Hanford that schedules permanent improvements, usually for a minimum of five years into the future, to fit the projected fiscal capability of the local jurisdiction.
City Limits	The defined boundary or border of a city.
Complete Street	A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists - appropriate to the function and context of the facility.
Concentric Growth	Orderly growth outward from the center of the downtown core that maintains the downtown at the physical center of the city.
Conservation	The management of natural resources to prevent waste, destruction, or degradation.
CPTED	Crime Prevention Through Environmental Design - a multi-disciplinary approach to deterring criminal behavior through the physical design of the built environment. CPTED strategies rely on the ability to influence offender decisions that precede criminal acts.

Policy Document

Developed Land	“Developed land” is land that is occupied by a permanent structure, or as in the case of a park, is developed for its intended use.
Endangered Species	A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.
Environmental Justice	The fair treatment and meaningful participation of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of new development, public facilities, and/or infrastructure.
General Plan	A document with a comprehensive declaration of purposes, policies and programs for the development of the city and including, where applicable, diagrams, maps and text setting forth objectives, principles, standards, and other features, and which have been adopted by the city council.
Goal	A general, overall, and ultimate purpose, aim, or end toward which the City will direct effort.
Holding Capacity	The holding capacity is the number of dwelling units that a given area can accommodate based on its acreage and the development density permitted.
Infill	Any parcel or group of parcels that is vacant or underdeveloped and surrounded by development on 75% of its perimeter. Infill sites may include previously developed sites that may/will be redeveloped.
Level of Service	Level of Service (LOS) is a letter grade given to an intersection or road segment that indicates the quality of traffic service in terms of speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.
Planning Area	The area of land directly addressed by the general plan.
Policy	A specific statement of guiding action or actions that implies clear commitment. A general direction that a governmental agency sets to follow, in order to meet its stated goals.
Principle	An assumption, fundamental rule, or doctrine that is generally accepted by the majority of the community.
Sphere of Influence	The probable ultimate physical boundaries and service area of the City, as determined by the Local Agency Formation Commission (LAFCO) of the county.
Traffic Calming	The combination of mainly physical measures that reduce the negative effects of motor vehicle use, alters driver behavior, and improves conditions for non-motorized street users.”
Underutilized Land	“Underutilized Land” is land with a structure or structures that occupy only a small portion of the land and are being used significantly below its potential use.

Undeveloped Land	“Undeveloped Land” is land that is mostly vacant of structures and is currently unused for any purpose or is being used for agricultural or natural open space use.
Walkability	A measure of how attractive an area is to pedestrians; it takes into account the presence or absence and quality of sidewalks, traffic and road conditions, land use patterns, and perceived safety.