

SECTION 3: AIR QUALITY AND GREENHOUSE GAS POLICIES

The Air Quality Element establishes a central place for goals, objectives, and policies to guide and address the wide range of air quality issues facing the City of Hanford. These goals, objectives, and policies are consistent with other General Plan Elements described in this Element, and with the Kings County Association of Governments (KCAG) Regional Transportation Plan.

3.1 - Air Quality Element Goals

The goals of the Air Quality Element are to:

- Achieve air Quality Improvements from Air Quality, Land Use, and Transportation Planning integration and prevention efforts that reduce impacts through appropriate project location, design, and application of best available technologies.
- Effectively use air quality assessment and mitigation programs and resources of the SJVAPCD and other agencies that are to minimize air pollution, related public health effects, and potential climate change impacts.
- Minimize air emissions and potential climate change impacts related to energy consumption in the City.
- Minimize exposure of the public to hazardous air pollutant emissions, particulates and noxious odors from freeways, major arterial roadways, industrial, manufacturing, and processing facilities.
- Reduce the City of Hanford's proportionate contribution of greenhouse gas emissions and the potential impact that may result on climate change from internal governmental operations and land use activities within its authority.

3.2 - Implementation Overview

As discussed in detail throughout this document, air quality is closely integrated with the other elements of the General Plan. Therefore, growth that will occur during General Plan buildout will be accomplished in a manner that reflects policies and implementation measures from all elements. Air quality implementation measures focus on processes that ensure air quality is considered when the City makes land use decisions. They also include actions that the City can take to reduce emissions from its own operations and to encourage the public to reduce emissions.

3.3 - Regional Coordination

Air quality is truly a regional concern. Air pollutants can travel long distances and do not recognize political boundaries. Regional travel is a substantial contributor to air quality impacts affecting the region and the City of Hanford. The City's participation in regional air quality and transportation programs and initiatives can help ensure consistency in implementation and best use of resources.

Governmental coordination and cooperation takes proactive and sustained effort by all participants to be effective. The differing responsibilities and constituencies of cities and counties, along with those of state, federal, and regional agencies, will require a commitment by all to reduce emissions from land use-based sources of air pollution that affect our public health and quality of life. Working together for a common interest can multiply the resources available to accomplish air quality goals. The City of Hanford can provide support for ongoing initiatives and help spread their success and implementation. Without the understanding and support of the general public, local air quality and climate change prevention programs cannot be expected to achieve the desired results. Programs to educate the public on air quality issues are a vital component of a successful air quality program.

OBJECTIVE AQ 1: Effectively coordinate City air quality improvement activities with regional programs and those of neighboring jurisdictions.

Policy AQ 1.1: Coordinate City efforts and work with neighboring jurisdictions and affected agencies to minimize cross-jurisdictional and regional transportation and air quality issues.

Policy AQ 1.2: Consult with the San Joaquin Valley Air Pollution Control Agency and Kings County Association of Governments during CEQA review of discretionary projects having the potential for causing adverse air quality, transportation, and climate change impacts.

Program AQ 1.1: *City staff shall continue to participate in regional organizations with roles in transportation, energy conservation, water conservation, and air quality. Staff will take advantage of the internet and conference calls whenever feasible to make most efficient use of staff time and reduce vehicle travel. Current organizations that the City participates with or tracks include:*

- Kings County Association of Governments: Transportation Planning, Transportation Control Measures, Congestion Mitigation, and Air Quality funding.
- San Joaquin Valley Air Pollution Control District.

OBJECTIVE AQ 2: Educate the public on the impact that individual choices and decisions regarding land use, transportation, lifestyle, and energy use have on our air quality and climate.

Policy AQ 2.1: Facilitate efforts that increase the public's understanding of the linkage between land use, transportation, water and energy use and air pollution. Efforts should include informing the public of measures that individuals can take and resources that are available to improve air quality and reduce potential climate change impacts.

Policy AQ 2.2: Support the efforts of local public and private groups that provide air quality, public health, and climate change education and outreach programs.

Policy AQ 2.3: Work with the Kings County Office of Education, local school districts, and the San Joaquin Valley Air Pollution Control District to provide information to students on air pollution, public health effects and climate change, and our collective responsibility for improving our quality of life.

Program AQ 1.2: *The City will use its website and utility mailouts to inform the public about upcoming events promoting air quality, water conservation, recycling and tips for reducing emissions and saving water and energy, and opportunities for rebates and similar programs.*

3.4 - Planning Integration

Planning integration attempts to more closely align land use plans and transportation plans with air quality plans. The goal is to establish patterns of development and transportation infrastructure that minimize the need for new roadway capacity and improve air quality. In the past, transportation planning has often emphasized the construction of new roadway capacity to reduce congestion and to meet the needs of planned development. Now, more emphasis is placed on minimizing the air quality impacts of land use and transportation plans.

OBJECTIVE AQ 3: Integrate the City's land use, transportation, and air quality planning efforts to make the most efficient and effective use of public resources and create a healthier and more livable environment.

Policy AQ 3.1: Through project review, evaluation, and conditions of approval, minimize air quality and potential greenhouse gas impacts when planning the location and design of land uses and transportation systems needed to accommodate expected City population growth. Integrate decisions on land use and development locations with the San Joaquin Valley Blueprint.

Policy AQ 3.2: A transportation improvement project to be included in a regional transportation plan or transportation improvement plan should be submitted only if it is found to be consistent with the air quality and climate change goals and policies of the General Plan.

Policy AQ 3.3: Consult with Kings County Association of Governments and transit providers during the planning stages of land use and transportation projects to assess project impacts on long-range transit plans and ensure that potential impacts are avoided.

Policy AQ 3.4: During project review, approval, and implementation, work with Caltrans, San Joaquin Valley Air Pollution Control District, and Kings County Association of Governments to minimize the air quality, mobility, and social impacts of large-scale transportation projects on existing communities and planned sensitive land uses.

Policy AQ 3.5: Minimize air quality and climate change impacts through project review, evaluation, and conditions of approval when planning the location and design of land use projects and transportation system projects needed to accommodate expected City population growth.

Program AQ 3.1: *Continue to participate in transportation planning activities of the Kings County Association of Governments, including transportation project selection, grant funding distribution, the San Joaquin Valley Blueprint process, and the SB 375 Regional Targets process.*

Program AQ 3.2: *The City will develop an air quality and climate change review checklist that can be provided to developers and staff to assist in identifying design measures and conditions of approval that can be incorporated into land use and transportation projects to reduce air quality and climate change impacts.*

3.5 - Air Quality Management

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

OBJECTIVE AQ 4: Accurately assess and mitigate potentially significant local and regional air quality and climate change impacts from proposed projects within the City. Where possible and financially feasible, retrofit existing uses and activities to reduce emissions and climate change impacts.

Policy AQ 4.1: Assess and mitigate project air quality impacts using analysis methods and significance thresholds recommended by the San Joaquin Valley Air Pollution Control District.

Policy AQ 4.2: Assess and mitigate project greenhouse gas/climate change impacts using analysis methods and significance thresholds as defined or recommended by the San Joaquin Valley Air Pollution Control District.

Policy AQ 4.3: Ensure that air quality and climate change impacts identified during California Environmental Quality Act review are minimized and consistently and fairly mitigated to the greatest extent feasible.

Program AQ 4.1: *The City will advise consultants to use San Joaquin Valley Air Pollution Control District Guidelines for preparing air and climate change assessments and will refer California Environmental Quality Act documents to the San Joaquin Valley Air Pollution Control District for review and comment on potential air quality and greenhouse gas impacts and for recommendations regarding air quality mitigation measures and greenhouse gas Best Performance Standards.*

Policy AQ 4.4: Identify and maintain an ongoing inventory of the cumulative transportation, air quality, and climate change impacts of all general plan amendments approved during each year.

Policy AQ 4.5: Encourage and support the development of innovative and effective mitigation measures and programs to reduce air quality and climate change impacts through proactive coordination with the San Joaquin Valley Air Pollution Control District project applicants, and other knowledgeable and interested parties.

Program AQ 4.2: *The City will provide project applicants with the San Joaquin Valley Air Pollution Control District's Best Performance Standards list for greenhouse gas reductions when available, and will work with applicants to incorporate design features that reduce emissions.*

Policy AQ 4.6: Work with the San Joaquin Valley Air Pollution Control District and developers to ensure that funds collected under Rule 9510 – Indirect Source Review mitigation fees are used in Hanford and Kings County whenever possible to maximize local benefits to air quality and the economy.

Program AQ 4.3: *The City will work with the San Joaquin Valley Air Pollution Control District, government fleet vehicle and equipment operators, and local businesses to identify vehicles and equipment eligible for participation in San Joaquin Valley Air Pollution Control District grant and incentive projects.*

Policy AQ 4.7: Work with the San Joaquin Valley Air Pollution Control District to ensure implementation of particulate emission controls required by Regulation VIII – Fugitive PM10 for construction and grading activities.

Program AQ 4.4: *The City will provide information to applicants regarding San Joaquin Valley Air Pollution Control District regulations and Dust Control Plans when processing City development and grading permits.*

3.6 - Transportation Enhancements

In the past, transportation planning has typically emphasized the construction of new roadway capacity to reduce congestion and to meet the needs of planned development. Air quality legislation now mandates all transportation plans to consider their effect on air quality. This new emphasis requires that land use and transportation plans establish patterns of development and transportation infrastructure that minimize the need for new roadway capacity to the maximum extent possible and still provide a level of service “C” or “D” in cases where right of way constraints exist and improve air quality.

OBJECTIVE AQ 5: Public facilities, operations, and programs will serve as a model for the private sector in implementing air quality requirements.

Policy AQ 5.1: Implement feasible and affordable, innovative and flexible employer based trip reduction programs for City employees.

Policy AQ 5.2: Support the development and use of teleconferencing facilities and web-based video conferencing by City agencies in lieu of travel to conferences and meetings.

Policy AQ 5.3: City fleet vehicle operators shall develop and maintain a fiscally sound inventory and priority schedule to replace or convert existing inefficient vehicles with higher efficiency conventional or clean fuel vehicles or hybrid vehicles that meet operational requirements as new vehicles are purchased and existing vehicles are retired from service.

Program AQ 5.1: *The City will assign staff to share ideas, coordinate and assist City Departments in identifying opportunities for reductions from activities under the Department’s authority. Progress in implementing environmental and energy programs will be reported to the City Council on an annual basis.*

OBJECTIVE AQ 6: Design new development projects within the City that provide facilities and programs that improve the effectiveness of transportation control measures and congestion management programs such as bicycle paths and lanes, sidewalks and pedestrian paths, secure bicycle parking, transit stops at appropriate locations, transportation demand management programs at large employers, and transportation improvements that reduce congestion and improve traffic flow.

Policy AQ 6.1: Project sponsors shall demonstrate that all feasible Transportation Control Measures and other measures have been incorporated into project designs which increase

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

Policy AQ 6.2: Consult with the transit provider to determine if transit-supporting infrastructure such as bus stops, turnouts, transit kiosks, or similar items that encourage transit use are appropriate for the site for projects on current and proposed transit routes.

Policy AQ 6.3: Provide end of trip facilities such as preferential parking for vanpools and rideshare, bicycle parking, and other facilities suitable for the type of business for projects with the potential for over 100 employees to support compliance with San Joaquin Valley Air Pollution Control District Rule 9410.

Program AQ 6.1: *The Planning Department will review projects upon receipt of applications and initial consultation with applicants to identify appropriate transportation supportive infrastructure and end of trip facilities should be included in the project. The City consults with Kings Area Rapid Transit (KART) to identify end of trip facilities supportive of vanpools and transit service in shopping center projects.*

Policy AQ 6.4: Work proactively with King County Association of Governments, employers and developers to provide affordable transportation alternatives and telecommuting options to serve both new and existing land uses designated by the General Plan.

Policy AQ 6.5: Encourage and support private sector employer based trip reduction programs such as alternative work schedules, rideshare matching, and transit subsidies.

Program AQ 6.1: *City staff assigned to Kings County Association of Governments transportation planning committees will identify programs and projects that improve transportation alternatives for City residents and businesses during funding cycles and when grant opportunities are available.*

3.7 - Energy Efficiency and Conservation

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

OBJECTIVE AQ 7: Increase the use of energy conservation features, renewable sources of energy and low-emission equipment in new and existing development projects within the City.

Policy AQ 7.1: Actively promote the location of industries within the City which are labor intensive, utilize co-generation or renewable sources of energy, support and enhance agricultural activities, and are consistent with other policies of the General Plan.

Program AQ 7.1: *The City will work with the Kings County Economic Development Corporation to attract businesses that provide local employment and use or provide green/renewable energy and related products.*

Policy AQ 7.2: Initiate and sustain ongoing efforts with local water and energy utilities and developers to establish and implement voluntary incentive based programs to encourage the use of energy efficient designs and equipment in new and existing development projects within the City.

Policy AQ 7.3: Support and recognize developers proposing projects that comply with the state's Green Building Standards voluntary tier levels or other enhanced energy conservation and sustainable rating systems such as LEED certification, Greenpoint Rating, and Energy Star.

Policy AQ 7.5: City staff will proactively work with the California Energy Commission, local water and energy utilities, industry, and other potential partners to seek funding sources and implement programs which reduce water and energy use, reduce air emissions and reduce the creation of greenhouse gases.

Program AQ 7.2: *Track conservation related grant and incentive programs and provide this information to public and private sector partners through the city's website, email distribution lists, and other outreach opportunities.*

Policy AQ 7.6: Encourage the use of solar-ready roofs into residential and commercial development. New residential development should include proper solar orientation (south-facing roof area sloped at 20° to 55° from the horizontal), clear access on the south sloped roof (no chimneys, heating vents, plumbing vents, etc.), electrical conduit installed for solar electric system wiring, plumbing installed for solar hot water systems, and space provided for a solar hot water storage tank. Roofs for commercial development should be designed to maximize potential area available for solar panels and provide electrical conduit to support future installation.

Program AQ 7.3: *The City will work with the building industry to incorporate designs improving solar readiness into building plans through voluntary green building guidelines.*

Policy AQ 7.7: Promote urban forestry projects that shade buildings, homes, streets, pedestrian walkways, and urban core areas to reduce surface and ambient temperatures and reduce energy required for cooling.

Program AQ 7.4: *The City's Streetscape and Street Tree Guidelines identifies trees appropriate for the local climate. Although the Guidelines are applicable to Hanford's downtown area, the principles also apply to new development areas. Projects are required to provide landscaping in accordance with the City Landscaping Ordinance that is in compliance with the California Department of Water Resources Model Water Efficient Landscape Ordinance. Compliance with the landscaping ordinance will reduce water consumption and energy required for water transport and treatment.*

3.8 - Hazardous Emissions and Public Health

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

OBJECTIVE AQ 8: Locate adequate sites for industrial development and roadway projects away from existing and planned sensitive land uses to minimize or avoid potential health risks to people that might result from hazardous air pollutant emissions.

Policy AQ 8.1: Locate residential development projects and projects categorized as sensitive receptors an adequate distance from existing and potential sources of hazardous emissions such as major transportation corridors, industrial sites, and hazardous material locations.

Policy AQ 8.2: Locate new air pollution point sources such as, but not limited to, industrial, manufacturing, and processing facilities an adequate distance from residential areas and other sensitive receptors.

Program AQ 8.1: *The City will use the California Environmental Quality Act review process and consultation with the San Joaquin Valley Air Pollution Control District to ensure that projects are assessed for potentially significant risks from toxic air contaminants and mitigation measures and site designs that reduce impacts are fully implemented.*

OBJECTIVE AQ 9: Reduce emissions of PM₁₀, PM_{2.5} and other particulates from sources with local control potential or under the jurisdiction of the City.

Policy AQ 9.1: Coordinate with the San Joaquin Valley Air Pollution Control District to ensure that construction, grading, excavation and demolition activities within City's

jurisdiction are regulated and controlled to reduce particulate emissions to the maximum extent feasible.

Policy AQ 9.2: Require all access roads, driveways, and parking areas serving new commercial and industrial development are constructed with materials that minimize particulate emissions and are appropriate to the scale and intensity of use.

Policy AQ 9.3: Develop a street cleaning and soil trackout cleanup program to reduce PM₁₀ emissions from City maintained roads to the maximum extent feasible.

Program AQ 9.1: *The City will include compliance with San Joaquin Valley Air Pollution Control District Dust Control Plans as a condition of approval of project grading permits. The City inspectors will report trackout problems and blowing dust to the responsible party at construction sites and notify the San Joaquin Valley Air Pollution Control District Compliance Division when problems are not addressed.*

3.9 - Climate Change/Greenhouse Gas

Climate change is an issue that requires all levels of government to take action to reduce emissions under their jurisdiction and influence. The Air Quality Element provides the City of Hanford's commitment to developing a Climate Action Plan (CAP) as the key implementation strategy to achieve greenhouse gas reduction targets by dates adopted by the State.

OBJECTIVE AQ 10: Identify and achieve greenhouse gas emission reduction targets consistent with the City's proportionate fair share as may be allocated by the California Air Resources Board and Kings County Association of Governments.

Policy AQ 10.1: As recommended in the San Joaquin Valley Air Pollution Control District's *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA* (December 2009), the City establishes an initial goal of reducing greenhouse gas emissions from development projects within its authority by 29 percent below year 2020 business as usual emissions. The City will also work with Kings County Association of Governments to ensure that it achieves its proportionate fair share reduction in greenhouse gas emissions as may be identified under the provisions of SB 375 (2008 Chapter 728) for any projects or activities requiring approval of Kings County Association of Governments.

Policy AQ 10.2: Progress in meeting the goals specified in Policy AQ 10.1 will be monitored and reported to the City Council in the Annual Progress Report required by Government Code Section 65400(a)(2). Should the Council determine that progress has not been sufficient to achieve the identified goals, or that proposed measures are ineffective

or insufficient in meeting the goals, additional measures will be assessed for feasibility, cost effectiveness, and considered for adoption.

Policy AQ 10.3: The City intends to prepare and adopt a Climate Action Plan (CAP) as an implementation program of the General Plan within 12 months of adoption of the Air Quality Element. The current economic climate results in uncertainty in funding available to prepare a CAP within this timeframe; however, the City is committed to move forward as expeditiously as possible. The CAP shall include an inventory of a baseline year and a 2020 business as usual inventory for greenhouse gas emissions within the City. The CAP shall set out specific policies and actions to be undertaken by the City to reduce greenhouse gas emissions under the control of the City. The CAP target will be determined during the process of preparing the CAP based upon the potential of available sources for control, the feasibility of control implementation, and potential for funding to pursue implementation. The CAP will also discuss potential impacts of climate change on the City of Hanford and describe climate change adaptation strategies.

Policy AQ 10.4: The City will participate in the Sustainable Communities Strategy/Regional Blueprint Planning effort and will ensure that local plans are consistent with the Regional Plan.

Program AQ 10.1: *The City will require development projects subject to the California Environmental Quality Act and not otherwise exempt to provide a quantitative assessment of greenhouse gas emissions. The San Joaquin Valley Air Pollution Control District has proposed Best Performance Standards that when included in a project would demonstrate that it would meet emission reduction targets without requiring quantification. Project specific Best Performance Standards have not been completed; therefore, as an interim measure, projects requiring an Environmental Impact Report should include quantification of the benefits of adopted regulations, design features and mitigation measures that demonstrate that the project would achieve a 29 percent reduction from business as usual in 2020. Projects requiring a negative declaration should include a qualitative assessment of greenhouse gases and describe the project features that reduce greenhouse gases.*