

The City of Hanford
CALIFORNIA



City Council Meeting Agenda

September 1, 2020
7:00 PM – Regular Meeting
Council Chambers
400 N. Douty St.

Council Members will meet in-person in the Council Chambers. Due to social distancing restrictions, there will be a limited number of audience seats. The meeting will be available for remote viewing on The City of Hanford Website.

Link: <http://livestream.hanford.city/>

7:00 PM CALL TO ORDER REGULAR SESSION:

ROLL CALL:

INVOCATION:

FLAG SALUTE:

CLOSED SESSION ACTION REPORT :

STAFF COMMUNICATIONS:

COUNCIL REPORTS/COMMENTS:

A. Council Comments

PUBLIC COMMENT:

*This is the time for citizens to comment on subject matters not on the agenda and that are within the jurisdiction of the Hanford City Council. This is also the public's opportunity to request an item from the Consent Calendar be pulled for discussion purposes or to comment on any item on the agenda. Comments related to Public Hearing items will be heard at the time the item is discussed. A maximum of **three minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

CONSENT CALENDAR:

Consent Calendar items are considered routine and will be enacted in one motion. There will be no separate discussion of these matters unless a request is made and then the item will be removed from the Consent Calendar to be discussed and voted upon by a separate motion.

- A. City Clerk: Approval of the Minutes of the July 21, 2020 Meeting
- B. Administration: Introduction and waiver of the first reading of Ordinance 20-10, amending Chapter 2.48.070, Preference for local vendors, to increase the preference threshold from 3% to 5% over competing bids.
- C. Police Department: Approval of the purchase of a 30'X40' steel carport from Hanford Auto Sales to be installed at the National Guard Armory to house police vehicles.
- D. Public Works: Approval of the Notice of Completion for Tract No. 916 Pacific Grove Addition #2 and authorization for the Mayor to execute and the City Clerk to attest and file said Notice with the Kings County Recorder's Office. (12th Avenue & Bristol Lane).
- E. Public Works: Approval of the Notice of Completion for the FY17/18 Pavement Resurfacing Project: Lacey Blvd. from 11th Avenue to Irwin Street, and authorization for the Mayor to execute and the City Clerk to attest and file said Notice with the Kings County Recorder's Office.
- F. Public Works: Authorization for a sole source purchase of twelve (12) Autoscope Vision detection cameras from Econolite of Anaheim, CA in the amount of \$62,791.10

PUBLIC HEARINGS:

- A. Community Development: APPEAL NO. 2020-01, filed by Cal-Clark Farms, appealing the decision of the Planning Commission on August 11, 2020 to take no action on Mitigated Negative Declaration No. 2020-22 and Vesting Tentative Tract 928. Vesting Tentative Tract 928: A request to subdivide 81.71 acres into 283 residential lots, a 2.25-acre park, and a 4.94-acre basin. The project is located at the southeast corner of Centennial Drive and Fargo Avenue (APN 009-030-158, -005, and -115).

GENERAL BUSINESS:

- A. Administration: Discussion and Update on the Kings County COVID-19 Small Business Assistance Program and Update on the meetings with the Unified State Support Team.
- B. Parks and Community Services: Approval of the purchase and construction of one playground structure at Lakewood Park to BCI Burke in the amount of \$90,448.82.

COUNCIL FUTURE AGENDA ITEMS:

- A. Council Future Agenda Items

Upcoming Dates

September 7: Labor Day – City offices will be closed in observance of Labor Day.

September 15: City Council Meeting

October 6: City Council Meeting

October 20: City Council Meeting

CLOSED SESSION FOR DISCUSSION OF THE FOLLOWING:

A. CONFERENCE WITH LEGAL COUNSEL - REAL PROPERTY NEGOTIATIONS (GC 54956.8)

Property: APNs 028-240-018, 028-240-020, 08-310-005, 028-310-007, 028-310-008, 028-310-025

Agency Negotiators: Mario Cifuentez, John Doyel, Ty Mizote

Negotiating Party: City Farm Industries, Inc.; Ross Lyndon-James and Mark Askey

ADJOURNMENT:

Materials related to an item on this Agenda submitted to the City Council after distribution of the agenda packet are available to public inspection in the City Clerk's Office located at 319 N. Douty Street, Hanford, California 93230, during normal business hours. Such agendas are also available at the city's website, www.cityofhanfordca.com subject to staff's ability to post the agenda before the meeting.

If you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the City Clerk's office, 559-585-2515, 319 N. Douty Street, Hanford, California 93230, at least 2 days prior to the meeting {28 CFR 35.102.35.104 ADA Title II}



**AGENDA
STAFF REPORT**

MEETING DATE: 9/1/2020	AGENDA SECTION: A
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SUBJECT:
Council Comments

FISCAL IMPACT:

ATTACHMENTS:



**AGENDA
STAFF REPORT**

MEETING DATE: 9/1/2020	AGENDA SECTION: A
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SUBJECT:

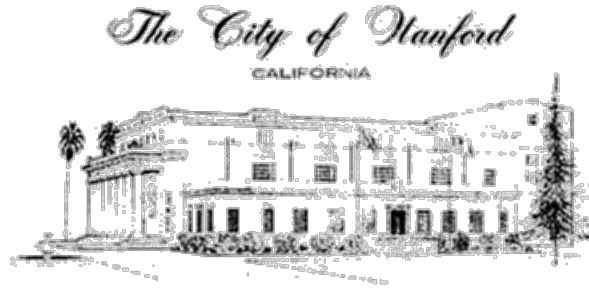
City Clerk: Approval of the Minutes of the July 21, 2020 Meeting

Approve the minutes of the July 21, 2020 meeting.

FISCAL IMPACT:

ATTACHMENTS:

7.21.2020 Minutes



CITY COUNCIL MEETING MINUTES

July 21, 2020 7:00 PM

Council Chambers

400 N. Douty St.

Video Teleconference via Zoom. Council Members will attend remotely.
(Limited virtual access.)

5:30 PM CALL TO ORDER STUDY & CLOSED SESSION:

Mayor Draxler called the Study Session and Closed Session to order at 5:30 p.m.

ROLL CALL BY CITY CLERK :

Present: John Draxler, Francisco Ramirez, Art Brieno, Martin Devine, Sue Sorenson.

PUBLIC COMMENT :

*A maximum of **three minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

No comments.

STUDY SESSION:

A. Public Works: Discussion regarding a proposed Sidewalk Repair Ordinance for the City of Hanford

Public Works Director, John Doyel presented a preliminary draft of the proposed sidewalk repair ordinance with appropriate modifications to the ordinance. The modifications presented included sharing cost responsibility with property owners and establishing time frames for property owners to comply. Questions from council were answered by Director Doyel. The Council reached consensus that the ordinance will return to Council August 18th for consideration and approval.

B. Police: HART Update

Officer Jurdon presented an update on the HART (Homeless Assistance Resource Team) objectives and accomplishments. Officer Jurdon also recognized Public Works Refuse Supervisor Ryan Choate and the Refuse Department for their efforts in helping clean up homeless camps.

The HART one year update included:

- Responding to 1630 CFS (calls for service)/Incidents
- Contacted almost 200 homeless individuals
- Assisted eighteen people with family re-unification
- Handed out over 60 care packages

- Have made 153 arrest with violations including arson, warrants, trespassing, and crimes against the community
- Issued 54 Citations
- 189 field interviews
- Conducted or directed over 40 clean ups

Camps cleaned up:

- Cross Roads Charter School 418 W. Eighth St.
- Centennial Park
- In & Out
- Popeye's area
- BNSF Track (3 camps)
- 12236 W. Lacey Blvd. (across from Aldi's Grocery store)

The Council commended the officers of HART for their efforts and accomplishments. Council member Devine and Vice Mayor Ramirez questioned a timeline for the shopping cart ordinance. Officer Jurdon reported a delay in their progress due to COVID-19.

CLOSED SESSION FOR DISCUSSION OF THE FOLLOWING:

A. CONFERENCE WITH LEGAL COUNSEL-REAL PROPERTY NEGOTIAIONS (GC 5495.8)

Property: 109 E Eighth St.
 Agency Negotiations: Mario Cifuentez and Ty Mizote
 Negotiating Party: The Carnegie Museum

7:00 PM CALL TO ORDER REGULAR SESSION :

Mayor Draxler called the meeting to order at 7:05

ROLL CALL:

Attendee Name	Title	Status	Arrived
John Draxler	Mayor	Present	7:00 PM
Martin Devine	Council Member	Present	7:00 PM
Sue Sorensen	Council Member	Present	7:00 PM
Art Brieno	Council Member	Present	7:00 PM
Francisco Ramirez	Vice Mayor	Present	7:00 PM

INVOCATION:

Invocation was led by John Escalera.

FLAG SALUTE:

Council Member Brieno led the flag salute.

Attachment: 7.21.2020 Minutes (Clerk: 7-21-2020 Minutes)

PUBLIC HEARING:

- A. Public Works: Conduct a Public hearing to receive public input regarding the proposed reduction, no change, or proposed increase in the assessment and imposition of the annual assessment for the City of Hanford's Landscape Assessment Districts, per the Annual Engineer's Report for the Fiscal Year 2020-2021, and adopt Resolution 20-15-R confirming levy and collection of annual assessments pursuant to Chapter 3 of the Landscape and Lighting Act of 1972.

Mayor Draxler opened up the public hearing and called for the staff report at 7:08 p.m.

Public Works Director Doyel presented the staff report and answered questions from Council Members.

Mayor Draxler opened up Public comment.

OPPOSED

None.

IN FAVOR

None.

Mayor Draxler closed the public hearing at 7:12 p.m. to allow staff to begin counting ballots. Results of the ballots will be reported during General Business.

CLOSED SESSION ACTION REPORT:

Nothing to report. Closed Session reconvened after the meeting.

STAFF COMMUNICATIONS:

City Manager Mario Cifuentez reported on the east side super project. City Manager Cifuentez announced that the Finance department has amended their counter hours due to limited staffing.

Parks and Community Services Director Brad Albert reported on the reopening of the Plunge as well as the park splash pads with staff available for monitoring and enforcing CDC guidelines.

Community Development Director Darlene Mata gave an update on continuing to work with restaurants to obtain permits for outdoor dining as well creating a similar policy for gyms that have inquired about outdoor workout locations. Director Mata also reported that some salons have inquired about outdoor services as well.

Public Works Director John Doyel introduced the new Deputy Public Works Director, Jim Ross.

Chief Sever announced new officer, Harley Reed and gave an update on the cannabis front and the progress of Herb N' Joy.

Fire Chief Pendergrass reported the rapid increase of response calls due to COVID-19. He also expressed how eager he is to introduce the new staff to Council.

COUNCIL REPORTS/COMMENTS:**A. Council Comments**

Vice Mayor Francisco Ramirez recognized Parks and Community Services for the new playground zip line at Coe Park.

Council Member Devine reported on the meetings he attended.

Council Member Sorensen reported on attending the Parks and Community Services meeting and she will be attending the upcoming Main Street Hanford Meeting.

Mayor Draxler gave an update on his surgery. He also reported that the hospital was close to capacity due to COVID-19 and stressed the importance of staying safe and healthy.

PUBLIC COMMENT:

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Richard Aguilar thanked the Council and gave an update on his businesses progress.

Bob Ramos suggested that the presented placement of the new pickleball courts at Lacey Park be moved to the other side of the park and replace the small pool with a splash pad.

Michelle Brown reported that her encroachment permit was approved to close 7th Street between Irwin Street and Harris Street for outdoor dining for downtown restaurants. This event will take place every Friday 5pm - 9pm.

Rob Bently thanked the Council for their leadership at this time he also reported that the school district will no longer be providing bus service to the students in the Stonecrest subdivision on 11th Ave. Mr. Benlty suggested that when school goes back into in-person session, a traffic study should be done to determine a traffic pattern for safe crossing on 11th Ave.

Diane Sharp, thanked Council Member Devine for mentioning the kick-off of the Connerstone construction as well as thanked the HART officers for their presentation. Ms. Sharp also stated that she is excited about outdoor barbering.

CONSENT CALENDAR:

Consent Calendar items are considered routine and will be enacted in one motion. There will be no separate discussion of these matters unless a request is made and then the item will be removed from the Consent Calendar to be discussed and voted upon by a separate motion.

Council Member Sorensen requested to remove Item A and Council Member Ramirez requested to remove Item B.

Motion to approve the Consent Calendar except for the items pulled for separate consideration.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Martin Devine, Council Member
SECONDER:	Francisco Ramirez, Vice Mayor
AYES:	Draxler, Devine, Sorensen, Brieno, Ramirez

- A. Police: Approval of a contract with Milo Range for the Purchase of a Training Simulator for the Hanford Police Department and appropriation of \$44,991.38 in funding from grants and asset forfeiture funds to cover the cost of the purchase.

- B. Public Works: Approval of the Suggested Routes to School plans for Hanford Elementary School District and Saint Rose-Thomas McCarthy School for the upcoming 2020-2021 school year.
- C. Public Works: Authorization to issue a Purchase Order to Toter Wastequip, LLC., for the purchase of residential refuse containers in an amount not to exceed \$93,000 in fiscal year 2020/21 (tax and freight included).

ITEMS PULLED FROM CONSENT:

- A. City Council: Authorization for Council Signatures on a letter, from Congressman TJ Cox to Congressional Leadership, in support of provisions in the House-passed Heroes Act (H.R. 6800) providing direct funding to local governments and provisions in the bipartisan Coronavirus Community Relief Act (H.R. 6467)

Item A was requested to be pulled by Council Member Sorensen.

Both Council Members Devine and Sorensen expressed their concerns. Council Member Sorensen asked for an explanation on the request of signatures on the letter of support. Both City Manager Cifuentez and TJ Cox Representative, Gilbert Felix addressed Councils concerns and answered their questions.

Motion to approve authorized individual Council Members signatures on the Letter of Support to Congressional Leadership.

RESULT:	APPROVED [4 TO 1]
MOVER:	Art Brieno, Council Member
SECONDER:	Martin Devine, Council Member
AYES:	Draxler, Devine, Brieno, Ramirez
NAYS:	Sorensen

- B. Administration: Approval of the attached salary schedules last updated effective July 13, 2020.

Item B was requested to be pulled by Council Member Art Brieno.

Council Member Brieno asked for clarification for the approval of the salary schedule. City Manager Cifuentez explained that it is a requirement of PERS that the annual salary schedule be approved by Council. City Manager Cifuentez also clarified that the salary schedule is not city employee pay increases.

Motion to approve.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Francisco Ramirez, Vice Mayor
SECONDER:	Martin Devine, Council Member
AYES:	Draxler, Devine, Sorensen, Brieno, Ramirez

PUBLIC HEARING:

- A. Community Development: Adoption of Resolutions 20-18-R and 20-19-R, authorizing the City Manager to apply for and accept funds from the State of California's Permanent Local Housing Allocation program in an amount not to exceed \$1,532,808 to support local affordable housing.

Mayor Draxler opened up the public hearing and called for the staff report at 8:02 p.m.

Attachment: 7.21.2020 Minutes (Clerk: 7-21-2020 Minutes)

Community Development Director, Darlene Mata and Director of Real Estate Development at Self Help Enterprises, Betsy McGovern jointly presented the staff report. Director Mata noted that Resolution 20-18-R was not included in the staff report and was submitted to Council via email.

Mayor Draxler opened up Public comment.

IN FAVOR

Kiel Lopez Schmidt stated he is a Project Manager with Upholdings Company and excited to be collaborating on a development opportunity in Hanford.

Michelle Smith with Kings/Tulare Homeless Alliance submitted an email for public comment; asking council to resolve to pursue these resources with an allocation for the development of affordable rental housing with integrated permanent supporting housing units.

OPPOSED

None.

Mayor Draxler closed public comment at 8:14 p.m.

Council Members questions were answered by Betsy McGovern.

Motion to approve Resolutions number 20-18-R and 20-19-R.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Art Brieno, Council Member
SECONDER:	Martin Devine, Council Member
AYES:	Draxler, Devine, Sorensen, Brieno, Ramirez

GENERAL BUSINESS:

- A. Police: Authorization for Staff to implement the Food for Fines Drive, which will allow for donation of food items in lieu of parking fines for citations issued during the month of December.

Chief Sever proposed to implement a Food for Fines Drive, which will allow for donation of food items in lieu of parking fines for citations issued during the month of December and invited questions of the Council.

Motion to approve.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Francisco Ramirez, Vice Mayor
SECONDER:	Martin Devine, Council Member
AYES:	Draxler, Devine, Sorensen, Brieno, Ramirez

- B. Public Works: Approval of a Sole Source Contract with TelStar Instruments of Hanford, CA in the amount of \$66,074.00, for the purchase and installation of one double containment tank, chlorine pump, injection system, and related electrical and SCADA programming at Water Tank No. 4 and appropriation of \$66,074.00 from Water Capital Reserves to fund the project. (Iona Avenue and 11th Avenue)

Public Works Director John Doyel provided background information for the Council's review and consideration.

Motion to approve.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Francisco Ramirez, Vice Mayor
SECONDER:	Martin Devine, Council Member
AYES:	Draxler, Devine, Sorensen, Brieno, Ramirez

C. Report on the voting results for balloted districts and adoption of Resolution 20-15-R (See attachment on Public Hearing: LAD)

City Manager Cifuentez reported the ballot results:

Gateway Estates 94-01

- A. Increase annual benefit district assessment amount from \$26.00 to \$54.60 DISAPPROVED (17-10)
- B. Establish an Annual Benefit District Assessment adjustment for inflation allowance DISAPPROVED (19-7)
28 ballots received.

Portofino 92-01

- A. Increase annual benefit district assessment amount from \$50.80 to \$93.60 DISAPPROVED (18-4)
- B. Establish an Annual Benefit District Assessment adjustment for inflation allowance DISAPPROVED (18-4)
22 ballots received.

Quail Run Estates 94-03

- A. Increase annual benefit district assessment amount from \$59.00 to \$102.50 DISAPPROVED (48-43)
- B. Establish an Annual Benefit District Assessment adjustment for inflation allowance DISAPPROVED (58-32)
91 ballots received.

Rosewood Estates 97-01

- A. Increase annual benefit district assessment amount from \$35.00 to \$51.30 APPROVED (4-2)
- B. Establish an Annual Benefit District Assessment adjustment for inflation allowance DISAPPROVED (4-3)
7 ballots received.

Director Doyel stated the next step in the process is to adopt the modified resolution to correlate with the results of the votes and submit to the King's County Assessor by August 10th, 2020.

Motion to adopt the resolution as amended to reflect the results of the votes.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Francisco Ramirez, Vice Mayor
SECONDER:	John Draxler, Mayor
AYES:	Draxler, Devine, Sorensen, Brieno, Ramirez

COUNCIL FUTURE AGENDA ITEMS:

A. Council Future Agenda Items

Council Member Sorensen asked for the Council Future Agenda Items list. City Manager Cifuentez assured the Council that it will be included going forward as well as notifying Council Members of their incoming mail and any upcoming event dates.

ADJOURNMENT :

Mayor Draxler adjourned meeting at 9:01 p.m. and called to move to Closed Session at 9:05 p.m.

Respectfully Submitted,

Natalie Ortega
Interim City Clerk

Attachment: 7.21.2020 Minutes (Clerk: 7-21-2020 Minutes)



AGENDA STAFF REPORT

MEETING DATE: 9/1/2020	AGENDA SECTION: B
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SUBJECT:

Administration: Introduction and waiver of the first reading of Ordinance 20-10, amending Chapter 2.48.070, Preference for local vendors, to increase the preference threshold from 3% to 5% over competing bids.

RECOMMENDATION:

That the City Council, by motion, approve the Introduction of Ordinance No. 20-10 Authorizing an amendment to the Municipal Code amending Chapter 2.48.070, Preference for local vendors, to increase the preference threshold from 3% to 5% over competing bids.

BACKGROUND:

During the 2020 Special Council meeting to discuss Goals and Objectives, the City Council directed staff to research the current threshold for preference afforded to local vendors under the City's purchasing policies for the City of Hanford and evaluate opportunities for local vendors to participate in the City's procurement process.

Strategies encouraging residents to buy locally are an important component of economic sustainability. Funds generated in the local community, should, to the extent possible, stay in the local economy to promote the economic health of the City and to encourage local participation in the procurement of goods, supplies, equipment and services. One of the many economic benefits derived by the City through purchasing from local businesses is the return of sales tax to the City. Adopting and maintaining a local preference program is an important strategy because it can help retain local dollars within the community and increase the financial productivity of taxpayer funds by increasing the consumption of local goods.

Staff reviewed the City's current purchasing policy and procedures, researched other Cities' purchasing policies, and reviewed reports on economic impacts of local preference policies. The staff report outlines the current purchasing process and procedures, how a local preference policy works and staff's recommendations included in the attached revised Local Vendor Preference Ordinance.

Overview of Purchasing Process

The City encourages active competition among bidders through its purchasing policy in the Hanford Municipal Code and abiding by the State Public Contracts Code to obtain the best and most qualified service for the least amount of cost. Also, where possible, the City strives to do business with local vendors. The City is required to follow the State Public Contracts Code when purchasing/contracting for public projects. Three other areas of purchasing, Professional Services, Goods/Supplies and General Services, are governed by the Hanford Municipal Code. The Municipal Code does not define a formal procedure for selecting professional services consultants, such as design professionals, architects, environmental and planning consultants etc. These services are typically solicited through a Request for Proposal process where the cost is not the determining factor in selecting the best proposal. The selection is qualitative and is based upon experience in the particular area requested, qualifications and reputation of the company/firm.

When purchasing goods/supplies and general services under \$20,000, staff can review prices and terms through their own investigation and select the vendor which can provide the best price and service. This is referred to as informal pricing procedures in the Municipal Code.

Staff is in the process of researching and revising the City's overall purchasing ordinance and plans to bring recommended revisions to the City Council in Fall 2020. Staff will not address any changes to the overall purchasing ordinance but just the local preference ordinance at this time. However, staff anticipates that part of the purchasing ordinance update will include changes to properly sync the overall policy with this new local preference ordinance.

How a Local Preference Policy Works

The purpose of a local preference policy is to provide a competitive advantage to local business when doing business with the City. In addition, the policy helps promote the health of the local economy by retaining government spending within the City and encourages local participation in the City's procurement process. Generally, when the City purchases any goods or services, it is required to contract with/purchase from the lowest bidder. A local preference allows the City to reduce a local business/vendor's bid by a certain percentage to then compare with the rest of the bids as a way to improve the competitive position of local vendors.

FISCAL IMPACT:

The increase may result in increased project costs to the City of Hanford but the amount is unknown at this time.

ATTACHMENTS:

2020.08.01 Ordinance Amending HMC 2.48.070 Local Vendor Preference

ORDINANCE NO. 20-10

AN ORDINANCE OF THE CITY OF HANFORD AMENDING HANFORD MUNICIPAL CODE SECTION 2.48.070

WHEREAS, Hanford Municipal Code (HMC) Section 2.48.070 gives local vendors preference for reasons stated therein; and

WHEREAS, per HMC Section 2.48.070, if the city receives two (2) or more bids, with all factors being equal except for price, an adjustment of three percent (3%) of the quoted price may be afforded to the vendor having a fixed business location within the city's boundaries; and

WHEREAS, the City Council for the City of Hanford finds that, for the reasons stated in HMC Section 2.48.070, an adjustment of five percent (5%) should be afforded to vendors having a fixed business location within the city's boundaries.

NOW, THEREFORE, the City Council of the City of Hanford does ordain as follows:

Section 1. The final sentence of the final paragraph of HMC Section 2.48.070 is hereby deleted in its entire and restated as follows:

“If the city receives two (2) or more bids, with all factors being equal except price, an adjustment of five percent (5%) of the quoted price may be afforded to the vendor having a fixed business location within the city limits.”

Section 2. The portions of HMC Section 2.48.070 not otherwise modified by this Ordinance shall remain in full force and effect.

Section 3. This Ordinance shall take effect thirty (30) days after its adoption and shall be published once in the Hanford Sentinel within fifteen (15) days after its passage or a summary of this ordinance shall be published in the Hanford Sentinel in a manner consistent with the requirements of the California Government Code.

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PASSED, ADOPTED AND APPROVED this _____ day of _____, 2020 by the following vote:

AYES: _____

NOES: _____

ABSTAIN: _____

ABSENT: _____

JOHN DRAXLER
MAYOR of the City of Hanford

Attest:

CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF KINGS) ss
CITY OF HANFORD)

I, _____, City Clerk of the City of Hanford, do hereby certify the foregoing Ordinance was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the _____ day of _____, 2020.

Date: _____

City Clerk

Attachment: 2020.08.01 Ordinance Amending HMC 2.48.070 Local Vendor Preference (Admin: Local Preference Ordinance Update)



AGENDA STAFF REPORT

MEETING DATE: 9/1/2020

AGENDA SECTION: C

SUBJECT:

Police Department: Approval of the purchase of a 30'X40' steel carport from Hanford Auto Sales to be installed at the National Guard Armory to house police vehicles.

RECOMMENDATION:

That the Hanford City Council, by motion, approve the purchase of a carport from American Carports, Inc, being sold by Hanford Auto Sales in the amount of \$10,215.57.

BACKGROUND:

The City of Hanford is currently in escrow for the purchase the National Guard Armory, which should be completed within the next couple of weeks. Since the city will own the armory, we are interested in making improvements that will benefit the programs being run at that location.

The P.A.L. programs have expanded and additional room inside of the building would benefit the activities being housed there. Staff is proposing to purchase a 3 sided 30' X 40' steel carport that will be placed at the south fence line of the rear lot, with the opening facing north. The structure will be used to house the command vehicle and both armored vehicles. This purchase will free up a similar size space inside of the building for the PAL youth programs.

Staff has already confirmed with the Community Development department and confirmed that the carport is an allowed use at that location. Just like the public, staff will work with the Building division to acquire all necessary permits to complete the project. Because the purchase of the Armory is still in process, the approval to move forward with the purchase will only be provided to Hanford Auto Sales upon conclusion of escrow.

Three quotes were obtained for this project and Hanford Auto Sales submitted the lowest bid. All bids are contained in the attachment. This project is being funded through the PAL Trust account which currently has over \$19,000.00. These funds were acquired through donations. Limited funds will be needed out of this account this year. This is due to the recently approved

JAG grant funds which will be purchasing unbudgeted equipment during this year for this program.

FISCAL IMPACT:

Total cost for this project will be \$10,215.57, which will be funded out of the PAL trust account.

ATTACHMENTS:

Carport



121 North Broadway Street • Ashland, VA 23005 - Corporate Headquarters
804-782-0005 • Fax 804-782-2182 or 804-360-1107
Email: info@carport.com or orders@carport.com



Attachment: Carport (Police: Carport Purchase)

Name Carport Phone Date

Address County

City State Zip

Alternative # (Email)

See that location is different from above: ☒ Building Carport ☐ RV Cover ☐ Garage ☐ Mini Storage ☐ Loading Shed ☐ Special Order ☐

Size	Price	Size	Price	Size	Price
30	50	30	50	12	14

12 ft x 12 ft 5745

12 ft x 12 ft 1190

12 ft x 12 ft 1810

12 ft x 12 ft 1810

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12 ft x 12 ft 1810

**All Orders
C.O.D.**

Invoice No.

*For Office Use Only

Price \$ 9525.02

Tax Rate 7.80% Tax \$ 692.22

Total \$ 10,215.27

NOTE: Orders will not be processed if the Dealer submits more than 10% of sale price

10% Downpayment Before Taxes \$ 952.22

Plans / Equipment Return Fee \$

Balance Due At Installation \$ 9263.22

Site Level: ☐ Yes ☐ No Electricity: ☐ Yes ☐ No

Ground ☐ Cement ☐ Other (Specify)

James Lutz

From: Kelly Brintle <kelly.mayberrymetal@gmail.com>
Sent: Tuesday, August 18, 2020 11:09 AM
To: James Lutz
Subject: Quote response

I have a quote for a 30x40x12 Boxed Eave Style A-Frame Roof Steel Unit with 14 gauge framing MHA anchors and bracing for ground installation completely enclosed on three sides and open on one end for the total amount of \$10,590.00 before taxes. This includes free installation on your level land and color of your choice at no extra charge mix and match to your desire. *Limited discounts have been applied to this quote*

Please email or call me with any questions or concerns you may have or to move forward with this and get ordered and installed in a timely manner.

Due to the new steel tariff that has taken place in the last month the prices have increased and this pricing is subject to change in the future. To lock this price in you must place a down payment on the unit which is fully refundable anytime before install if drastic measures take place or you deem necessary to go another direction.

 [Carports Color Chart.jpg](#)

Kelly Brintle
 Office - 336-673-0902
 Cell - 336-750-7389

Thank You

Kelly Brintle

Metal Structure Specialist

Office: 1-877-662-9060 ext.202

Cell At 336-750-7389

We Now Offer NO Credit Check Rent to Own

as Well as Bank Financing, Ask me how today!

Attachment: Carport (Police: Carport Purchase)

James Lutz

From: California All Steel <info@californiaallsteel.com>
Sent: Monday, August 17, 2020 11:06 AM
To: James Lutz
Subject: Re: New Quote Request | California All Steel | James Lutz
Attachments: CA All Steel Carports Color Chart (45).pdf

Thank you for requesting a Quote with California All-steel Carports, below is your quote you requested, if there are any changes you would need to let me know your quote can always be updated. Quotes are valid for 7 days only after 7 days you may need to ask for a new quote.

(CA) Boxed Eave Roof Style Carport

30' wide x 40' long x 12' tall

\$5,800	base
\$230	3' brace upgrade
\$350	anchor upgrade
\$1,020	leg height
\$1,400	sides enclosed
\$1,790	1 end enclosed

\$10,590.00 +taxes delivery and installation are **free** as long as the site is leveled.

To proceed with the order, we do require a 10% down payment from the subtotal. The rest will be due after installation has been completed.

***We recommend for our customers to double check with the city or county for any permit questions. ***

***Plans and calculations are available at additional cost *.**

**Thank you,
 Maria T.
 California All-steel carports
 1-844-800-5413**

On Mon, Aug 17, 2020 at 10:46 AM California All Steel Carports <info@californiaallsteel.com> wrote:
 You've received a new quote request from www.californiaallsteel.com

Attachment: Carport (Police: Carport Purchase)

Here are the details:

Select your building type	Triple Wide
Building Style	Boxed Eave
Choose Width (12-60 feet)	30
Choose Length (feet)	40
Choose Height (5-20 feet)	12
Steel Gauge	14
MHA for Ground Installation	Yes
Sides Enclosed	Both Sides
Language	End Closed
First Name	James
Last Name	Lutz
Phone Number	5595854720
Email	jlutz@cityofhanfordca.com
Full Address (City/State/Zip)	425 N IRWIN ST, Hanford, Ca 93230

Page: <https://californiaallsteel.com/triple-wide/#open-overlay>

Unique ID: #1507

Date: August 17, 2020

Time: 10:46 am

Attachment: Carport (Police: Carport Purchase)



AGENDA STAFF REPORT

MEETING DATE: 9/1/2020	AGENDA SECTION: D
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SUBJECT:

Public Works: Approval of the Notice of Completion for Tract No. 916 Pacific Grove Addition #2 and authorization for the Mayor to execute and the City Clerk to attest and file said Notice with the Kings County Recorder's Office. (12th Avenue & Bristol Lane).

RECOMMENDATION:

That the City Council, by motion, approve a Notice of Completion for Tract No. 916 Pacific Grove Addition #2 and authorize the Mayor to execute and the City Clerk to attest and file said Notice with the Kings County Recorder's Office.

BACKGROUND:

On August 20, 2019, the City Council approved the final map and subdivision agreement for Tract No. 916 Pacific Grove Addition #2, a 18-lot subdivision located as shown on the attached map. The subdivision is being developed by Daley Enterprises, Inc. The developer has completed all required public infrastructure improvements for the subdivision, and has deposited a 10% warranty bond with the city, which will remain in effect for a minimum of one year after the attached Notice of Completion is recorded.

FISCAL IMPACT:

No fiscal impact will result from approval of the attached Notice of Completion.

ATTACHMENTS:

Tract 916 Pacific Grove Addition #2 - Notice of Completion - Recording
Tract 916 Pacific Grove Addition #2 - Vicinity Map

RECORDING REQUESTED BY:
CITY OF HANFORD

When recorded return to:

City Clerk
City of Hanford
315 North Douty Street
Hanford, California 93230-3951

G.C. 27361.3 - Fee NIL

NOTICE OF COMPLETION

TO WHOM IT MAY CONCERN:

YOU ARE HEREBY NOTIFIED AS FOLLOWS:

1. The work of Improvement is located at: Tract No. 916, Pacific Grove Addition #2
2. The Improvement is particularly described as: Subdivision Infrastructure Improvements
3. The date of completion of the work of Improvement: August 20, 2020
4. The Owner of the work of Improvement: City of Hanford
5. The nature of the owner's interest or estate: Fee Simple
6. The name of the original contractor for the work of Improvement: Daley Enterprises, Inc.
7. The surety for the work of Improvement: Ohio Casualty Insurance Company
8. Accepted by minute action of the City Council of the City of Hanford on: September 1, 2020.

I certify under penalty of perjury that the foregoing is true and correct.
Dated this 1st day of September, 2020.

BY: _____
John Draxler, Mayor
City of Hanford, County of Kings, State of California

Attachment: Tract 916 Pacific Grove Addition #2 - Notice of Completion - Recording (PW: Notice of Completion, Tract 916 Pacific Grove

I, the undersigned, say

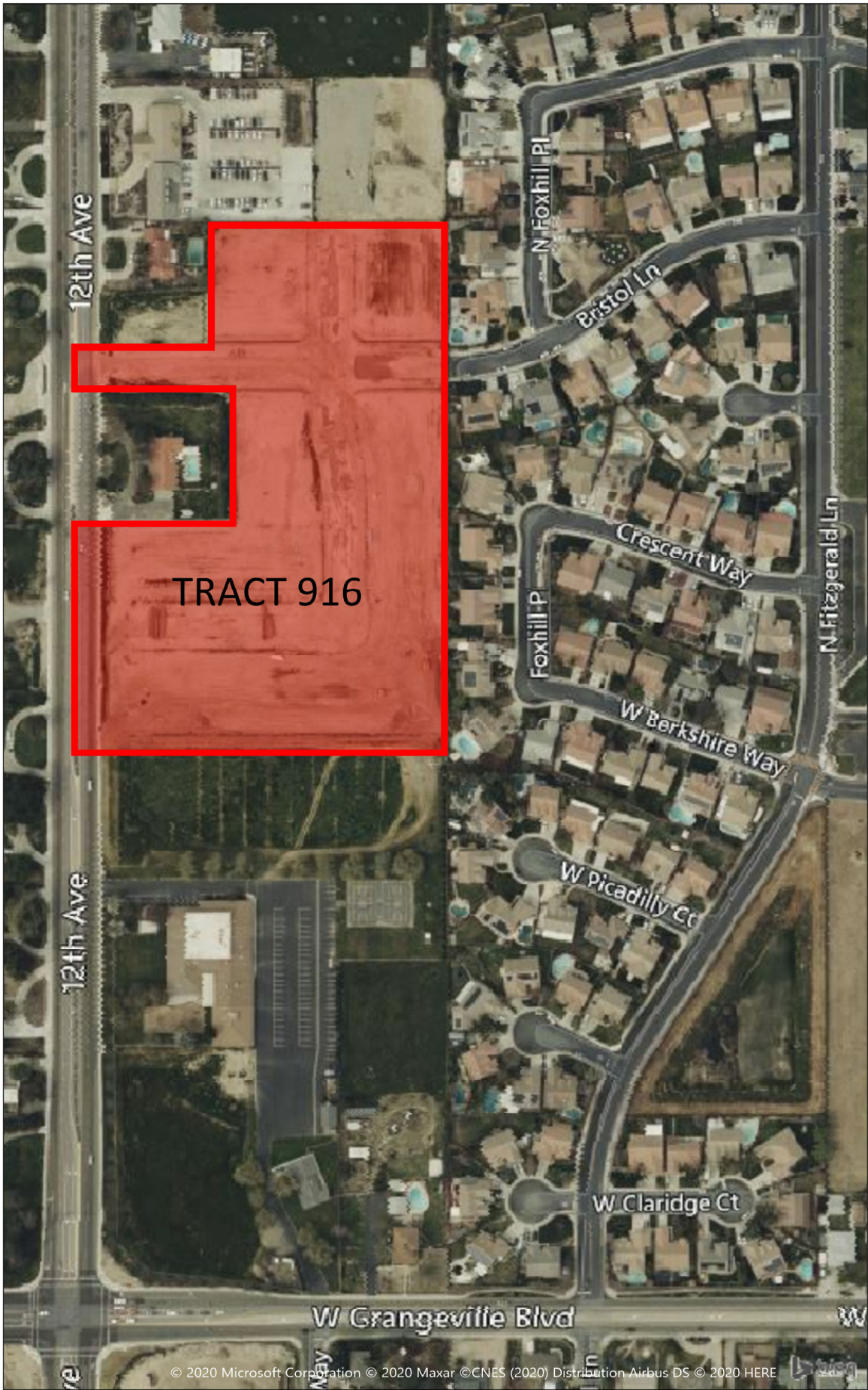
I am the person who signed the foregoing notice. I have read the above notice and know its contents, and the facts stated therein are true of my own knowledge.

I declare under penalty of perjury that the foregoing is true and correct.

Executed at Hanford, California, this _____ day of _____ 2020.

BY: _____
John Draxler, Mayor
City of Hanford, County of Kings, State of California

Authority: Section 1181 Civil Code





AGENDA STAFF REPORT

MEETING DATE: 9/1/2020	AGENDA SECTION: E
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SUBJECT:

Public Works: Approval of the Notice of Completion for the FY17/18 Pavement Resurfacing Project: Lacey Blvd. from 11th Avenue to Irwin Street, and authorization for the Mayor to execute and the City Clerk to attest and file said Notice with the Kings County Recorder's Office.

RECOMMENDATION:

That the City Council, by motion, approve a Notice of Completion for the FY 17/18 Pavement Resurfacing Project: Lacey Blvd. from 11th Avenue to Irwin Street, and authorize the Mayor to execute and the City Clerk to attest and file said Notice with the Kings County Recorder's Office.

BACKGROUND:

On August 6th, 2019, the Council awarded the FY 17-18 Pavement Resurfacing Project to Bush Engineering, Inc., of Hanford, CA, which included 12th Avenue Resurfacing from Hanford-Armona Road to Springcrest Street, and the Lacey Boulevard Resurfacing from Irwin Street to 11th Avenue Projects. The project consisted of street grinding and asphalt concrete resurfacing, installation of ADA accessibility ramps, and re striping of the roadway. The construction of a new center median island on 12th Avenue, with landscaping and irrigation, was also included in this project.

On February 4, 2020, the Council approved a Notice of Completion for the 12th Avenue Improvements portion of work between Hanford-Armona Road and Springcrest Street. The Lacey Blvd. Resurfacing portion of work from Irwin St. To 11th Ave portion of work was put on hold through the winter of 2019 due to delays caused by the railroad permitting process and city paving policies for winter paving. The project was completed June 26, 2020.

There were (4) contract change orders on this project as shown below:

Change Order No. 1: (12th Avenue) Remove and replace 624 lf of median curb on 12th Avenue between Springcrest Street and Hanford Armona Road at new grades. Design change and

additional topo were required due to curb reveal insufficient for city standard.

For a Total Increase of \$31,739.31

Change Order No. 2: *(12th Avenue)* Excavate and investigate conflict and leak of 4" sewer at fire hydrant location, install approx. 200 LF of 3" conduit per SCE service plan which changed design post award, additional water main fittings to install the fire hydrant due to unforeseen excessive thrust blocks encasing the connection point, install bollard; install modified custom ramp at Irwin and Lacey.

For a Total Increase of \$25,412.31

Change Order No. 3: *(12th Avenue)* - Remove and replace one additional concrete curb ramp in lieu of curb and gutter only. *(Lacey Boulevard)* - Remove and replace two additional concrete curb ramps in lieu of curb and gutter only. And, remove and replace one concrete curb ramp, type 'B'.

For a Total Increase of \$14,042.26

Change Order No. 4: Sidewalk Replacement at project storage location, additional mobilization for Chrisp Co. and CPE, Credit for white thermos and Balance of Quantities for both 12th Avenue and Lacey Boulevard work.

For a Total Decrease of \$17,171.53

The net increase of all change orders was \$54,022.35, which represents 5% of the total awarded contract price. The final combined cost to complete the project was \$ 1,073,898.90, which was \$47,001.10 under the approved budget and appropriated funding. Attached are the Final Project Construction and Finance History for Council review.

FISCAL IMPACT:

The FY 19/20 Capital Improvement Budget provided \$1,120,900.00 for construction, including contingencies. The total combined cost to complete the project was \$ 1,073,898.90. Attached are the Final Project Construction and Finance History for Council review.

ATTACHMENTS:

NOC - Recording Original

Final Project Construction and Finance History

RECORDING REQUESTED BY:
CITY OF HANFORD

When recorded return to:

City Clerk
City of Hanford
315 North Douty Street
Hanford, California 93230-3951

G.C. 27361.3 - Fee NIL

NOTICE OF COMPLETION

TO WHOM IT MAY CONCERN:

YOU ARE HEREBY NOTIFIED AS FOLLOWS:

1. The work of Improvement is located: 12th Avenue from Hanford-Armona Rd. to Springcrest Street and Lacey Blvd. from 11th Avenue to Irwin St.
2. The Improvement is particularly described as: Pavement Resurfacing; ADA accessibility ramps, asphalt concrete paving & restriping the roadway.
3. The date of completion of the work of Improvement: July 7, 2020
4. The Owner of the work of Improvement: City of Hanford.
5. The nature of the owner's interest or estate: Fee Simple Title.
6. The name of the original contractor for the work of Improvement: Bush Engineering, Inc.
7. The surety for the work of Improvement: Western Surety Company
8. All work for this project has been completed.
9. Accepted by minute action of the City Council of the City of Hanford on: August 18, 2020

I certify under penalty of perjury that the foregoing is true and correct.
Dated this 18th day of August 18, 2020.

BY: _____
John Draxler, Mayor
City of Hanford, County of Kings, State of California

Attachment: NOC - Recording Original (PW: NOC FY17/18 Pavement Resurfacing Project)

I, the undersigned, say:

I am the person who signed the foregoing notice. I have read the above notice and know its contents, and the facts stated therein are true of my own knowledge.

I declare under penalty of perjury that the foregoing is true and correct.

Executed at Hanford, California, this ____ day of _____, 2020.

BY: _____
John Draxler, Mayor
City of Hanford, County of Kings, State of California

Authority: Section 1181 Civil Code

FINAL PROJECT CONSTRUCTION AND FINANCE HISTORY

PROJECT: FY 17/18 Pavement Resurfacing Project: 12th Avenue from Hanford-Armona Road to Springcrest Street, and Lacey Boulevard from 11th Avenue to Irwin Street.

CONTRACTOR: Bush Engineering, Inc.
5828 E. Harvard Ave.
Fresno, CA 93727

CONTRACT DATES:

<u>12th Avenue from Hanford-Armona Road to Springcrest Street</u>	
Bid Date	July 23, 2019
Council Award	August 6, 2019
Contractor Started Work	September 3, 2019
Contract Time of Completion	December 2, 2019
Contractor Completed Work	December 2, 2019
<u>Lacey Boulevard from Irwin Street to 11th Avenue</u>	
Bid Date	July 23, 2019
Council Award	August 6, 2019
Contractor Started Work	May 13, 2020
Contract Time of Completion	June 26, 2020
Contractor Completed Work	June 26, 2020

CONTRACT CHANGE ORDERS:

Change Order No. 1: (12th Avenue) Remove and replace 624 lf of median curb on 12th Avenue between Springcrest Street and Hanford Armona Road at new grades. Design change and additional topo were required due to curb reveal insufficient for city standard.

For a Total Increase of \$31,739.31

Change Order No. 2: (12th Avenue) Excavate and investigate conflict and leak of 4" sewer at fire hydrant location, install approx. 200 LF of 3" conduit per SCE service plan which changed design post award, additional water main fittings to install the fire hydrant due to unforeseen excessive thrust blocks encasing the connection point, install bollard; install modified custom ramp at Irwin and Lacey.

For a Total Increase of \$25,412.31

Change Order No. 3: (12th Avenue) - Remove and replace one additional concrete curb ramp in lieu of curb and gutter only. (Lacey Boulevard) - Remove and replace two additional concrete curb ramps in lieu of curb and gutter only. And, remove and replace one concrete curb ramp, type 'B'.

For a Total Increase of \$14,042.26

Change Order No. 4: Sidewalk Replacement at project storage location, additional mobilization for Chrisp Co. and CPE, Credit for white thermos and Balance of Quantities for both 12th Avenue and Lacey Boulevard work.

For a Total Decrease of \$17,171.53

FINANCIAL HISTORY:

<u>SOURCE OF BUDGET FUNDING</u>	AMOUNT
FY 18/19 Capital Improvement Program Budget	
12 th Avenue, Hanford Armona Road to Springcrest Street	\$550,000.00
Lacey Boulevard, 11 th Avenue o Irwin Street	\$495,000.00
Additional Appropriation (Gas Tax Revenue)	\$ 75,900.00
Total Budget Funding	\$ 1,120,900.00
CONSTRUCTION COSTS	
Contract – Total Bid Award	\$ 1,019,876.55
Change Order No. 1	\$ 31,739.31
Change Order No. 2	\$ 25,412.31
Change Order No. 3	\$ 14,042.26
Change Order No. 4	-\$ 17,171.53
Total Combine Construction Cost	\$ 1,073,898.90
Fund Balance	<u>\$ 47,001.10</u>



AGENDA STAFF REPORT

MEETING DATE: 9/1/2020

AGENDA SECTION: F

SUBJECT:

Public Works: Authorization for a sole source purchase of twelve (12) Autoscope Vision detection cameras from Econolite of Anaheim, CA in the amount of \$62,791.10

RECOMMENDATION:

That the City Council, by motion, authorize the sole source purchase of (12) twelve Autoscope Vision detection cameras, and related supplies, from Econolite of Anaheim, CA in the amount of \$62,791.10 (tax and freight included).

BACKGROUND:

The City of Hanford currently uses the Econolite Autoscope Video detection in its current standards on all new intersections. The Autoscope Vision cameras provide vehicle detection and bicycle differentiation using a high definition video sensor. The cameras help improve safety, reduce vehicle emissions, and mitigate traffic congestion. Vision detection allows for improved visibility during fog related issues, allowing for fewer delays during the winter months and allows for bicycle detection for our cycling community.

The new cameras will be placed at the following locations:

1. Grangeville Blvd. and Rodgers Rd.
2. Grangeville Blvd. and University Ave.
3. 10th Ave. and Florinda St.

FISCAL IMPACT:

The FY 20/21 Fixed Asset budget provides \$66,000 for the purchase of (12) twelve Autoscope Vision video detection cameras.

ATTACHMENTS:

Autoscope Quote

MOVING TRAFFIC FORWARD
QUOTATION

Date: August 03, 2020

To: Hanford, CA; City of
900 South 10th Avenue
Hanford, CA 93230
Attn: Russell Sterling

Re: Cabinet and Video Detection Quote
Econolite Reference: Q-37734-H2N9

- Pricing includes Summer Sales Trade-In Discount.

Item #	Part #	Qty	Description	Price per	Extended	Tariff
1	AVISION	12	Autoscope Vision video sensor--white	\$3,990.00	\$47,880.00	
2	AMBKTM11S	12	Camera Mounting Bracket, 10" Pedestal	\$44.84	\$538.08	
3	1175-011	3,500	Cable, 3 Cond, 18 AWG Polyethelene - 1000 foot spool	\$0.57	\$1,995.00	
4	AVCM	3	Autoscope Vision Comm Manager, Mounted on aluminum flat panel (supports up to 4 Vision Sensors)	\$2,470.00	\$7,410.00	
5	33550G5	3	SDLC cable; RS-485	\$53.60	\$160.80	
6	Tariff Fee	1	Tariff Fee (Non-Taxable)	\$3.39	\$3.39	
7	1000-TECH-HOUR	1	1000-General Technician Labor for technician services. \$150 per hour/4 hour min	\$600.00	\$600.00	
				SubTotal		\$58,587.27
				Shipping & Handling*		
				Taxes**	\$4,203.83	
				Total Tariffs***		
				TOTAL		\$62,791.10

Note: Each product listed in this quotation is available for purchase separately at the itemized price listed. Any dates quoted for delivery are approximate only and time of delivery is not of the essence. We have no liability if our failure to meet a quoted delivery date is caused by a Force Majeure Event or inadequate shipping instructions. A Force Majeure event includes an event beyond our reasonable control, such as acts of God, national or international calamity, government orders, epidemics, quarantines, or similar events, or default of suppliers or subcontractors.

Unless specifically requested or noted on this quotation, the product(s) quoted herein may or may not comply with any Buy America requirements.

The information transmitted is intended only for the person or entity to which it is addressed and may contain confidential and/or legally privileged material. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon, this information by persons or entities other than the intended recipient is prohibited except as required by law.

Quote Valid For: 60 Days
FOB: Econolite Factory
Terms: Net 30 days from date of shipment,
subject to credit approval

Corey Kelly
Corey Kelly-Account Manager

1250 N. Tustin Ave. Anaheim, Ca. 92807



AGENDA STAFF REPORT

MEETING DATE: 9/1/2020	AGENDA SECTION: A
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SUBJECT:

Community Development: APPEAL NO. 2020-01, filed by Cal-Clark Farms, appealing the decision of the Planning Commission on August 11, 2020 to take no action on Mitigated Negative Declaration No. 2020-22 and Vesting Tentative Tract 928. Vesting Tentative Tract 928: A request to subdivide 81.71 acres into 283 residential lots, a 2.25-acre park, and a 4.94-acre basin. The project is located at the southeast corner of Centennial Drive and Fargo Avenue (APN 009-030-158, -005, and -115).

See staff report, attached.

FISCAL IMPACT:

ATTACHMENTS:

Staff Report - Appeal No. 2020-01
20-23-R

Attachment 1 - Appeal Request

Attachment 2 - Tentative Tract 928 (connecting to Muscat)

Attachment 3 - TT 928 (no connection to Muscat)

Attachment 4 - Previous Planning Commission Staff Report

Attachment 5 - 8-11-2020 Meeting Minutes

**CITY OF HANFORD CITY COUNCIL
STAFF REPORT**

MEETING DATE: Tuesday, September 1, 2020

PROJECT: **APPEAL NO. 2020-01**, filed by Cal-Clark Farms, appealing the decision of the Planning Commission on August 11, 2020 to take no action on Mitigated Negative Declaration No. 2020-22 and Vesting Tentative Tract 928.

Vesting Tentative Tract 928: A request by Cal-Clark Farms to subdivide 81.71 acres into 283 residential lots, a 2.25-acre park, and a 4.94-acre basin.

LOCATION: The project is located at the southeast corner of Centennial Drive and Fargo Avenue (APN 009-030-158, -005, and -115).

STAFF RECOMMENDATION

Staff recommends that the City Council:

1. Adopt Resolution 20-23-R, approving Appeal No. 2020-01, overturning the Planning Commission's decision to take no action on Tentative Tract 928 and Mitigated Negative Declaration No. 2020-22.

Or

2. Approve Tentative Tract 928 Option 2 and direct staff to bring back a resolution at the next available City Council meeting.

Or

3. Approve Tentative Tract 928 Option 3 and direct staff to bring back a resolution at the next available City Council meeting.

Should the Council vote to approve Option 2 and 3, staff recommends the Council initiate abandonment of Muscat Place, west of Vintage Place.

RECOMMENDED MOTION

1. I move to adopt Resolution 20-23-R, approving Appeal No. 2020-01, overturning the Planning Commission's decision to take no action on Tentative Tract 928 and Mitigated Negative Declaration No. 2020-22.

Or

2. I move to approve Tentative Tract 928 Option 2 and direct staff to bring back a resolution at the next available City Council meeting.

Or

3. I move to approve Tentative Tract 928 Option 3 and direct staff to bring back a resolution at the next available City Council meeting.
4. I move to initiate abandonment of Muscat Place, west of Vintage Place.

PROJECT PROPOSAL

Appeal No. 2020-01 is an appeal of the Planning Commission's denial, by taking no action, on Vesting Tentative Tract 928 and Mitigated Negative Declaration No. 2020-22. The appeal application, made by John Zumwalt as the authorized agent of Cal-Clark Farms on August 14, 2020, is attached as **Attachment 1**.

Vesting Tentative Tract 928 is a request by Cal-Clark Farms to subdivide 81.71 acres into 283 residential lots, a 2.25-acre park, and a 4.94-acre basin.

See Tentative Tract Map 928, attached as **Attachment 2**.

In the appeal, Mr. Zumwalt provides a synopsis of the Planning Commission hearing,

On August 11, 2020 the Planning Commission considered Tract 928. The commission made several attempts to make a decision, all of which either failed with a 3 to 3 vote or died for a lack of a second. Their failure was in spite of the fact that the property is currently in the city limits and the proposal is completely consistent with existing zoning and the General Plan in every respect. Since not making a decision is equivalent to a no vote, we are appealing to the council for resolution.

The primary competing issues at the Planning Commission meeting were the staff's desire to connect Tract 928 to Vintage Estates at Muscat Place vs. the residents of Vintage estates desire that there be no connection. The applicant sided with the City staff but added that whatever the Commission decided to do regarding Muscat, to please approve the Tract either with or without the connection. Unfortunately the Commission did neither.

Staff concurs with the synopsis provided.

Mr. Zumwalt goes on to state,

As we see it, the Council has 3 primary options described as follows:

- Option 1 – if the Council agrees with the city staff and not the residents, approve connecting to Muscat.
- Option 2 – If the Council agrees with the arguments of the Vintage Estate residents, approve the Map without the Muscat connection. **If the Council selects this option, we have provided an alternate map to accomplish this.** Please consider and approve the alternate map. [**Attachment 3**].
- Option 3 – if the Council agrees with the Vintage Estates residents but is concerned about leaving Vintage Estates with only 1 exit, consider approving Choice 2 but adding a provision which enables a 2nd exit from Vintage Place onto Sangiovese. There already exists an easement from the end of the Vintage Place cul-de-sac to the property line. If this option is selected, the applicant agrees to construct whatever connection the city may

require between Sangiovese and the Vintage Estates property line. It would be the responsibility of others to construct the remaining connection within Vintage Estates. This access could be a regular street or an emergency access with a “crash” gate or anything in between. The applicant defers to the council as to what kind of connection is in order. It is important to note that the applicant is willing to construct this whether or not others follow through with their part, but development of the subdivision cannot be tied to the performance or non-performance of others.

BACKGROUND INFORMATION

Tentative Tract 861

The project area was formerly proposed to be subdivided under Tentative Tract 861, which proposed 237 single-family units and a 1.49-acre drainage basin. The subdivision was approved on July 11, 2006 and due to automatic state extensions, did not expire until 2019. The subdivision was approved with a connection to Muscat Place through Vintage Estates.

Planning Commission

Vesting Tentative Tract 928 was heard by the Planning Commission as a public hearing item on Tuesday, August 11, 2020. The Planning Commission staff report and exhibits are attached as **Attachment 4**.

During public comment one person spoke in favor of the project and 17 persons spoke in opposition. A copy of the minutes of the August 11, 2020 Planning Commission meeting are attached as **Attachment 5**.

The majority of the opposition came from neighbors of the project site opposing the development of Muscat Place into the future subdivision. Many cited a decrease in property value, an adverse effect on traffic, and the degradation of the neighborhood's safety and walkability, as the result of Muscat opening.

Fire Chief Steve Pendergrass explained that the California Fire Code requires two means of egress. The second access point into Vintage Estates is planned through Muscat Place.

Public Works Director John Doyel explained that it would be necessary to open Muscat Place, a public street, for traffic circulation, public safety, and to comply with the City's Circulation Element of the General Plan. He stated that it had been planned as a connector street since the area was annexed into the City.

There were several inquiries regarding the formation of a home-owners association (HOA) to close off Muscat Place with a crash-gate, allowing for Fire access, in case of an emergency for the Vintage Estates development.

Director Doyel confirmed that residents of Vintage Estates did meet with City staff several times to find an alternative and stated, in order not to open Muscat Place, Vintage Estates would need to be formed as a private subdivision, with 100% vote by the residents to abandon the right-of-way back to the HOA for maintenance.

Staff addressed the residents and Planning Commission, informing all, the request to gate and privatize Vintage Estates was a separate project and should not preclude Vesting Tentative Tract 928 from proceeding.

EVALUATION

Muscat Place Development

Within the Vintage Estates subdivision, Muscat Place has a stub-out to the west, as part of its original design. Residential subdivisions are designed with a requirement to have two points of access. Staff coordinated with the subdivider to develop a project which minimized impacts to the existing subdivision.

Public Works Comments

The property was formerly proposed to be subdivided under Tentative Tract 861, which expired in July 2019. The previous subdivision 861 included a connection to Muscat Place.

A connection to Muscat is important, because from Grangeville Boulevard to Fargo Avenue, there is only one street, Sangiovese, which connects to Centennial Drive. Sangiovese is a collector street, however there is no guarantee that left turn access onto 12th Avenue will be available in the future and as such, vehicles will not be able to make left hand turns onto 12th Avenue. There is not a traffic signal there.

According to the General Plan Circulation Element, there should be a connection every quarter mile. Muscat Place is the half-mile distance between Fargo Avenue and Grangeville Boulevard.

Muscat Place has been planned to connect since the property was annexed into the City.

Since the previous subdivision, Tentative Tract 861, proposed a connection through Muscat Place, residents of Vintage Estates met with the City to discuss elimination of the connection to Muscat. Staff informed the residents that in order to do so, Vintage Estates would need to be developed as a private subdivision with private roads to be maintained through an HOA. This would require 100% consent of the residents to dedicate their easement to the HOA for the creation of a private road. Without 100% consent to abandon the easement to the HOA, there would be situations of land-locking those on either side of those not agreeing to abandon the road. If some residents did not give up their easement, there would not be a legal right to cross the property.

Staff alerted the residents of Vintage Estates to consult an attorney on the regulations for creating a private subdivision from a previously existing tract, as staff has not had experience in converting an existing development into an HOA.

Fire Department Comments

Fire has to plan for two points of egress into and out of a residential area, in accordance with the California Fire Code. The Fire Department must plan for emergencies. The Fire Chief can allow deviations from the Fire Code; however the Chief is opposed to allowing such a deviation, due to safety concerns – Chief Pendergrass stated, in cases of emergencies, two points of access are necessary because, while residents are trying to get out, the Fire Department is trying to get in

and that cannot happen if the same access point is being utilized. Chief Pendergrass is not opposed to gates, so long as two points of access are available.

As a public street, Muscat Drive is required to connect from a traffic circulation point of view and safety point of view.

Option Evaluation

As discussed above, the applicant sites three options for Council:

- Option 1 – if the Council agrees with the city staff and not the residents, approve connecting to Muscat.

Staff Analysis: Staff is favorable of this option. Muscat Place is necessary to satisfy the General Plan Circulation Element and safety requirements for two points of access. The project is consistent with the General Plan Designation for the property, Low-Density Residential and complies with all requirements of the R-L-5 Low-Density Residential zone district. The necessary findings, pursuant to Section 16.04.010 of the Hanford Subdivision Ordinance, Section 66474 of the Subdivision Map Act, and Hanford's Zoning Ordinance, to support this option have been made in the original Planning Commission staff report.

- Option 2 – If the Council agrees with the arguments of the Vintage Estate residents, approve the Map without the Muscat connection. **If the Council selects this option, we have provided an alternate map to accomplish this.** Please consider and approve the alternate map. [Attachment 3].

Staff Analysis: Staff is not supportive of this option. The proposal conflicts with the General Plan Circulation Element, by eliminating a necessary connection between 12th Avenue and Centennial Drive. A second access into Vintage Estates is required by the Fire Department. The necessary findings cannot be made by staff for this option, specifically the design finding and public health finding.

Design Finding: **Unable to satisfy finding.** The design and improvement of the subdivision conflicts with the General Plan Circulation Element and California Fire Code by capping off the access to Muscat Place west of Vintage Estates.

Public Health Finding: **Unable to satisfy finding.** The design of the subdivision, as proposed in this option, will effect emergency access into Vintage Estates. The Fire Department is not supportive of this design.

- Option 3 – If the Council agrees with the Vintage Estates residents but is concerned about leaving Vintage Estates with only 1 exit, consider approving Choice 2 but adding a provision which enables a 2nd exit from Vintage Place onto Sangiovese. There already exists an easement from the end of the Vintage Place cul-de-sac to the property line. If this option is selected, the applicant agrees to construct whatever connection the city may require between Sangiovese and the Vintage Estates property line. It would be the responsibility of others to construct the remaining connection within Vintage Estates. This access could be a regular street or an emergency access with a "crash" gate or anything in between. The applicant defers to the council as to what kind of connection is in order. It is important to note that the applicant is willing to construct this whether or not others follow

through with their part, but development of the subdivision cannot be tied to the performance or non-performance of others.

Staff Analysis: This option provides challenges. First of all, the project still conflicts with the General Plan Circulation Element, by eliminating a necessary connection between 12th Avenue and Centennial Drive.

Developing an access from Vintage Place onto Sangiovese is inconsistent with the Circulation Element's requirement to provide connection to arterials and collectors at ¼ mile intervals.

Developing an access from Vintage Place onto Sangiovese would require the City to relocate the existing street light and fire hydrant currently in place and pave a connection to the property line (estimated cost \$40,000). Additionally, there may be a potential grade variation between Vintage Place and Sangiovese Street, which could require regrading of the cul-de-sac.

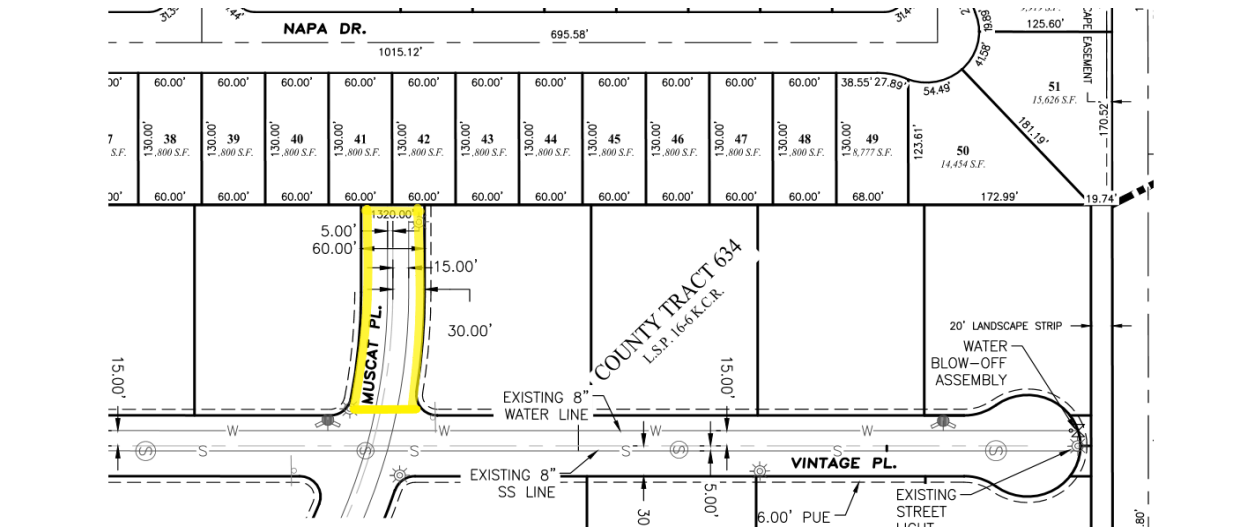
Developing the connection between Vintage Place and Sangiovese with an emergency-only crash gate is not permitted for a public street. The necessary findings cannot be made by staff for this option, specifically the design finding.

Design Finding: **Unable to satisfy finding.** The design and improvement of the subdivision conflicts with the General Plan Circulation Element by eliminating a necessary connection between 12th Avenue and Centennial Drive.

Sangiovese was never intended to remain as an open intersection. As traffic volumes increase on 12th Avenue, at some point in the future (potentially 10 years), the City would require that the intersection be limited to right in, right out movements, then the circulation in that area will be dramatically affected. Projects and future streets shall be designed to minimize conflict points as arterial streets become more impacted.

Street Abandonment

Should the City Council choose Option 2 or 3, staff recommends the Council initiate the abandonment for Muscat Place, west of Vintage Place. If Muscat Place is not a through road, the road will not be utilized. Maintenance of the road is the responsibility of the City. Abandoning the road and dedicating it back to the owners on Vintage Place on either side of Muscat Place will alleviate the City's responsibility to maintain that portion of the road.



PUBLIC COMMENTS

In accordance with Section 17.70.200 B, appeals to the City Council shall be conducted as a public hearing in accordance with the public hearing noticing and hearing procedures in Section 17.70. Therefore, the appeal and public hearing notice were published in the newspaper on August 21, 2020 and mailed to property owners within 300 feet on August 20, 2020. No comments have been received as of the date of preparation of this report.

RECOMMENDATION

In accordance with Section 17.70.200 C., a decision on an application that has been appealed may be upheld, overturned, or modified. The appeal decision shall be adopted by resolution or other applicable document.

Staff recommends the City Council adopt Resolution 20-23-R, overturning the decision of the Planning Commission to deny, by taking no action, Vesting Tentative Tract 928 and Mitigated Negative Declaration No. 2020-22.

Should the City Council wish to proceed with Option 2 or 3, the council would need provide justification findings to support overriding the requirements of General Plan Circulation Element and direct staff to bring back a resolution with conditions of approval.

Should the Council vote to approve Option 2 and 3, staff recommends the Council initiate abandonment of Muscat Place, west of Vintage Place.

RESOLUTION 20-23-R

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HANFORD, APPROVING APPEAL NO. 2020-01, THUS OVERTURNING THE PLANNING COMMISSION'S DECISION TO TAKE NO ACTION AND APPROVING VESTING TENTATIVE TRACT 928, A REQUEST BY CAL-CLARK FARMS TO SUBDIVIDE 81.71 ACRES INTO 283 SINGLE-FAMILY RESIDENTIAL LOTS, A 2.25-ACRE PARK, AND A 4.94-ACRE BASIN IN THE R-L-5 LOW-DENSITY RESIDENTIAL ZONE DISTRICT. THE PROJECT IS LOCATED AT THE SOUTHEAST CORNER OF CENTENNIAL DRIVE AND FARGO AVENUE (APN 009-030-158, -005, AND 115).

At a regular meeting of the City of Hanford City Council, duly called and held on September 1, 2020, on motion of Councilmember _____, seconded by Councilmember _____, and duly carried, the following resolution was adopted:

WHEREAS, the City of Hanford City Council held a public hearing and received testimony and evidence for and against Appeal No. 2020-01, an appeal of the Planning Commission's decision to take no action, thus denying, Vesting Tentative Tract 928, filed by Cal-Clark Farms, in accordance with Section 17.70.200 of the Hanford Municipal Code; and

WHEREAS, the project is located at the southeast corner of Centennial Drive and Fargo Avenue (APN 009-030-158); and

WHEREAS, Vesting Tentative Tract 928, attached as **Exhibit A**, was presented to the Planning Commission as a public hearing item on August 11, 2020, in accordance with Section 16.40.040 and Section 66474 of the Subdivision Map Act; and

WHEREAS, the Planning Commission voted 3-3 to approve Resolution No. 2020-09 and Mitigated Negative Declaration No. 2020-22, thus resulting in no action taken; and

WHEREAS, the Initial Study, Mitigated Negative Declaration No. 2020-22, and all notices related thereto were prepared in compliance with the California Environmental Quality Act (CEQA) and the City of Hanford Municipal Code and Policies; and

NOW, THEREFORE, BE IT RESOLVED, that the City Council hereby finds that no significant environmental impacts would result from the proposed project with the incorporation of mitigation measures, adopt a Mitigation Monitoring and Reporting Program, attached as **Exhibit B**, and certify that Mitigated Negative Declaration No. 2020-22 was prepared consistent with CEQA and City of Hanford Environmental Guidelines.

BE IT FURTHER RESOLVED that the City Council of the City of Hanford, has made the following findings pursuant to Section 16.04.010 of the Hanford Subdivision Ordinance, Section 66474 of the Subdivision Map Act and Hanford's Zoning Ordinance:

1. Consistency Finding:

ANALYSIS: That a consistency finding can be made, because the proposed subdivision map is consistent with the State Subdivision Map Act, General Plan, Zoning Ordinance, and Subdivision Ordinance. The subdivision is consistent with the General Plan Designation for the property, Low-Density Residential. All requirements of the R-L-5 Low-Density Residential zone district are met for lot size, frontage, width, and depth. Compliance with the regulations set forth in the Hanford Municipal Code for the R-L-5 Low-Density Residential zone district will be a condition of approval for the subdivision.

2. Design Finding:

ANALYSIS: That the design and improvement of the subdivision is consistent with the State Subdivision Map Act, General Plan, Zoning Ordinance, and Subdivision Ordinance. The subdivision is consistent with the General Plan Designation for the property, Low-Density Residential. All requirements of the R-L-5 Low-Density Residential zone district are met for lot size, frontage, width, and depth. Compliance with the regulations set forth in the Hanford Municipal Code for the R-L-5 Low-Density Residential zone district will be a condition of approval for the subdivision.

3. Type of Development Finding:

ANALYSIS: That the site is physically suitable for the single-family residential development proposed under Tentative Tract 928. The lots proposed meet the minimum lot size of the R-L-5 Low-Density Residential Zone District. All parcels have adequate street frontage on a public street and meet the minimum depth and width required for the district.

4. Density Finding:

ANALYSIS: That a density finding can be made, because the site is physically suitable for the proposed density of development. The General Plan prescribes a density range between two and 10 units per acre, with an expected average of four units per gross acre. The project has a density of 3.46 dwelling units per gross acre.

5. Environmental Finding:

ANALYSIS: That an initial study was conducted. On the basis of the initial study, the Community Development Department has determined that the project described above would not have significant adverse impacts on the environment, with the incorporation of mitigation measures. Mitigated Negative Declaration No. 2020-22 has been prepared for the project.

6. Public Health Finding:

ANALYSIS: That the design of the subdivision and type of improvements are not likely to cause serious health problems. The City of Hanford Building Division is responsible for ensuring that future construction of the site follows adopted building codes, thus reducing

exposures to accidents to the general public. Consultation was sent for Tentative Tract 928 to interested agencies, including the County Health Department, Public Works Department, Fire Department, and Building Division. Any improvements or mitigations required for public health and safety were applied to the proposal and required in the conditions of approval.

7. Improvements and Access Findings:

ANALYSIS: That the design of the subdivision and type of improvements will not conflict with easements acquired by the public at large for access through or use of the property within the proposed subdivision.

THEREFORE, BE IT RESOLVED that the City Council of the City of Hanford hereby approves Appeal No. 2020-01, thus approving Vesting Tentative Tract 928, subject to the conditions of approval, attached as **Exhibit C**, and the following:

1. That this tentative subdivision map becomes null and void after 24 months has elapsed from the date of approval, if the above conditions have not been satisfied or bonded for, and a final map recorded. A time extension may be granted by the Commission upon written request by the applicant. The time extension, if approved, will be subject to the improvement standards and fees in effect at the time the extension for the tentative subdivision map is granted.

Passed and adopted at a regular meeting of the City Council of the City of Hanford duly called and held on September 1, 2020, by the following roll call vote:

AYES: _____

NOES: _____

ABSTAIN: _____

ABSENT: _____

APPROVED

John Draxler
MAYOR of the City of Hanford

ATTEST:

NATALIE ORTEGA
CITY CLERK

Appeal No. 2020-01

STATE OF CALIFORNIA)
COUNTY OF KINGS) ss
CITY OF HANFORD)

I, NATALIE ORTEGA, City Clerk of the City of Hanford, do hereby certify the foregoing Resolution was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the ____ day of _____, 2020.

Date: _____

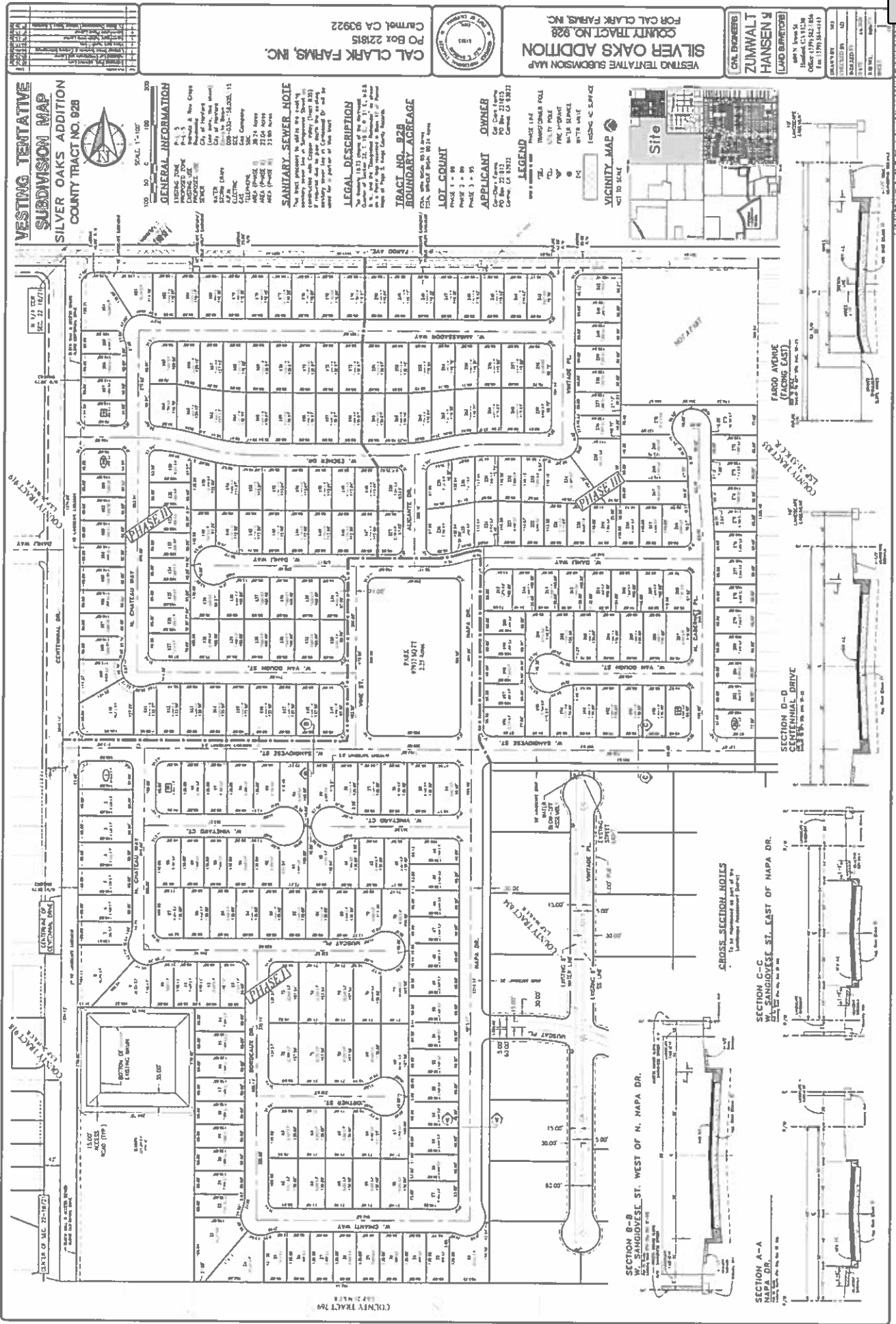
NATALIE ORTEGA
CITY CLERK

Attachment: 20-23-R (CD: Appeal No. 2020-01 TT 928)

Appeal No. 2020-01

Exhibit A:
Tentative Tract Map 928

Attachment: 20-23-R (CD: Appeal No. 2020-01 TT 928)



Appeal No. 2020-01

Exhibit B:
Mitigation Monitoring and Reporting Program

Attachment: 20-23-R (CD: Appeal No. 2020-01 TT 928)

Tentative Tract 928
Mitigation Measures
Mitigated Negative Declaration 2020-22

Mitigation Number	Potential Impact	Mitigation Measure	Responsible Party
AESTHETICS			
MM Aesthetics 1	The project could substantially degrade the existing visual character or quality of the site and its surroundings?	That the applicant develop the project consistent with the General Plan, Hanford Municipal Code, and Tree Ordinance.	Developer
MM Aesthetics 2	The project may create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	That the development comply with the Hanford Municipal Code Section 17.50.140 Outdoor Lighting Standards and the California Building Code for outdoor lighting standards.	Developer
AGRICULTURE RESOURCES			
MM Agriculture Resources 1	The project will convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	That a right-to-farm provision be recorded with the recording of the final subdivision map(s) to insure that future residents of the homes in the project are aware of the adjacent agricultural uses and their right to continue to operate.	City to require

AIR QUALITY			
MM Air Quality 1	The project may conflict with or obstruct implementation of the applicable air quality plan?	That the applicant complies with the SJVAPCDC Air Quality Plan and obtains any necessary permits through the SJVAPCD.	Developer to file application with San Joaquin Valley Air Pollution Control District
MM Air Quality 2	The project could potentially violate any air quality standard or contribute substantially to an existing or projected air quality violation?	That effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf . Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques.	Developer
MM Air Quality 3	The project could potentially result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	The project is subject to District Rule 9510, which is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. The applicant is required to submit an Air Impact Assessment (AIA) application to the District prior to issuance of a building permit.	Developer
CULTURAL RESOURCES			
MM Cultural Resources 1	The project could potentially cause a substantial adverse change in the	That tribal monitors are required during all ground disturbance activities, including but not limited to: water ponds, grading, excavation, trenching, and utilities.	Developer to coordinate with the Tachi Yokut Tribe;

	significance of an archeological resource pursuant to Public Resources Code 15064.5? The project could potentially disturb human remains, including those interred outside of formal cemeteries?		Developer or representative to notify archeologist or coroner of discovery (if uncovered)
MM Cultural Resources 2	The project could potentially cause a substantial adverse change in the significance of an archeological resource pursuant to Public Resources Code 15064.5? The project could potentially disturb human remains, including those interred outside of formal cemeteries?	That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities.	Developer to coordinate with the Tachi Yokut Tribe; Developer or representative to notify archeologist or coroner of discovery (if uncovered)
GEOLOGY AND SOILS			
MM Geology 1	That the project may expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving: - strong seismic ground shaking; - seismic-related ground failure, including	That the development of the project complies with the applicable General Plan policies, as well as the California Building Code.	City of Hanford must ensure conditions are set forth to mitigate impacts; Developer to comply with standards

	liquefaction, - landslides. The project may be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site landslide, lateral spreading, subsidence, liquefaction or collapse?		
MM Geology 2	That the project may expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving: - strong seismic ground shaking; - seismic-related ground failure, including liquefaction, - landslides. The project may be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site landslide, lateral spreading, subsidence, liquefaction or collapse?	That a geotechnical and soil studies be prepared as a required by the Building Official (if applicable).	Building Official to require; developer to conduct study
MM Geology 3:	That the project could result in substantial soil erosion or the loss of	That the physical development of the project comply with the Hanford Municipal Code Section 15.52 Flood Damage Prevention Regulation and the California Building Code, along with the plan check and development	City to require; developer to comply

	topsoil?	review process.	
HAZARDS AND HAZARDOUS MATERIALS			
MM Hazards 1	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	If hazardous materials at or above threshold reporting quantities (55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a gas) will be kept on site during the construction phase, a Hazardous Materials Business Plan must be filed online at http://ceers.calepa.ca.gov within 30 days of beginning operations. Hazardous materials are broadly defined, and include fuel, lubricants, glues, agricultural chemicals, etc. Please contact our office if you require assistance with the online registration process. Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact the Kings County Environmental Health Department at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation.	Developer
MM Hazards 2	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? That the project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact our office at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation.	Developer
HYDROLOGY AND WATER QUALITY			

MM Hydrology 1 & 2	The project could potentially violate water quality standards or waste discharge requirements. That the project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	1) All new development that disturbs more than one acre is required to comply with the General Permit Order No. 2012-006-DWQ during construction. Proponents of new development would have to develop and implement a stormwater pollution prevention plan (SWPPP) that specifies best management practices (BMPs) to prevent construction pollutants from contacting stormwater, with the intent of keeping all products of erosion from moving off-site and into receiving waters; eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States; and inspect all BMPs; 2) New development would be required to implement appropriate minimum control measures (MCMs) and design standards in compliance with Phase II General Permit, as outlined in the Stormwater Management Plan, as well as the City's grading plan and site development requirements.	City to require; Developer to provide
MM Hydrology 3	The project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted	New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate best management practices/design standards.	City to require; Developer to provide

	runoff?		
MM Hydrology 4	Otherwise substantially degrade water quality?	New development would have to incorporate best management practices and adhere to design standards to maximize the reduction of pollutant loadings in runoff to the maximum extent practical.	City to require; Developer to provide
NOISE			
MM Noise 1:	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Comply with applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the greatest extent feasible.	Residents and developer; Police to enforce
MM Noise 2 & 3:	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? The project could cause a substantial temporary or periodic increase in ambient noise levels existing without the project?	Construction is limited to the hours of 7 a.m. to 10 p.m.	Developer; Police to enforce

PUBLIC SERVICES			
MM Public Services 1	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Fire)	That the development of the project will be subject to Fire Impact Fees.	Developer to pay
MM Public Services 2	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Police)	That the development of the project will be subject to Police Impact Fees.	Developer to pay
MM Public Services 3	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Schools)	That the development of the project will be subject to School Impact Fees.	Developer to pay
MM Public Services 4	The project may result in substantial adverse	That the development of the project will be subject to Park Impact Fees, or provision of park space.	Developer to pay

	physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Parks)		
RECREATION			
MM Recreation 1	The project would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? The project includes recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	1. That the development of the project will be subject to Park impact fees, or provision of park space. 2. That the park be developed according to the conditions set forth by the Public Works Department.	Developer to pay; City to require
MM Recreation 2	The project would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be	1. That the development of the project will be subject to Park impact fees, or provision of park space. 2. That the park be developed according to the conditions set forth by the Public Works Department.	Developer to pay; City to require

	accelerated? The project includes recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?		
TRANSPORTATION/TRAFFIC			
MM Transportation/Traffic 1	The project may conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	1. That the development is subject to traffic impact fees. 2. Conditions of the development include: Street Improvements: 1. That all improvements consisting of sanitary sewers, storm sewers, water mains, concrete curbs, gutters, sidewalks, street lights, landscaping, street sub-grading, surfacing and striping and all other improvements shall be installed in accordance with Chapter 16.24, "Improvements", of the Hanford Municipal Code and this resolution pertaining to subdivision improvements in effect at the time of filing the tentative subdivision map. 2. That all streets within the subdivision shall be developed to residential street standard ST-32, except the following: (a) Fargo Avenue shall be developed as a major collector street along the entire development frontage. All improvements shall be constructed in conformance with City Standards ST17 and ST-23 and as follows: (1) Traffic index used for the design of street structural section shall be a minimum of 10.0. (2) A geotechnical report shall be submitted to the City Engineer identifying the existing structural section thickness of Fargo Avenue, along the entire development	City to require; developer to provide

frontage, concurrent with the submittal of development improvement plans. Reconstruction of Fargo Avenue, along the entire development frontage will be required if the existing street structural section does not conform to City Standards and Specifications.

(3) Street improvements south of the Fargo Avenue centerline shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required. The installation of raised concrete median in Fargo Ave is not required.

(4) Street improvements north of the Fargo Avenue centerline shall include, but not be limited to, the construction of a minimum 12-foot travel lane, 4-foot paved shoulder, and 4-foot graded shoulder, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required. The installation of raised concrete median in Fargo Ave is not required.

(5) Developer shall attempt to acquire additional street right-of-way along the "Not a Part" frontage of Fargo Ave in accordance with Section 66462.5 of the Subdivision Map Act. The additional street right-of-way is necessary to facilitate street widening improvements along the entire development frontage of Fargo Ave. If Developer is unsuccessful, City will attempt to acquire the right-of-way.

b) Centennial Drive shall be developed as a major collector street, along the development frontage of the subdivision. All improvements shall be constructed in conformance with City Standards ST-17 and ST-23, and as follows:

1) Traffic index used for the design of street structural section shall be a minimum of 7.0.

		2) Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required. (Raised median island not required). 3) Developer shall construct a left turn pocket at the intersection of Fargo Ave and Centennial Drive for westbound traffic along Fargo Ave. c) W. Sangiovese Street shall be developed as a minor collector street, along the development frontage of the subdivision. All improvements shall be constructed in conformance with City Standards ST-17 and ST-26, and as follows: 1) Traffic index used for the design of street structural section shall be a minimum of 6.0. 2) Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, street paving, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required. 3. That street lights shall be installed throughout the subdivision in conformance with City Standard GE-56 and Southern California Edison requirements. Street lights shall be located as designated by City Engineer. 4. That a traffic signal be installed at the intersection of Centennial Drive and Fargo Ave at the time of the construction of the development unless a focused traffic study is conducted and the analysis determines that the traffic signal does not to meet the required warrants with the development of the subdivision. 5. That the developer shall attempt to acquire additional street right-of-way along the "Not a Part" frontage and make street
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		improvements. City to reimburse for offsite right-of-way and improvement cost. 6. That development is subject to a transportation mitigation impact fee as required by City Municipal Code section 15.48 and any revisions thereof. Developer shall be entitled to a credit towards their development impact fee for permanent street improvements constructed by developer within Fargo Ave, consisting of curb & gutter, street striping, signing and street paving from gutter lip to edge of the existing Fargo Ave street sections. If applicable, developer may also be entitled to credit towards impact fees for supplemental transportation capacity improvements to the existing Fargo Ave street section. Transitional paving improvements beyond the development limits, that are not considered to be a permanent improvement and the reconstruction of the existing Fargo Ave street section, if required, will not be subject to a credit. Developer shall submit competitive bid proposals to substantiate the cost of reimbursable items for City Public Works Department review and approval prior to beginning construction. All documentation materials submitted for reimbursement consideration shall be well organized and tabulated for convenient reference by Public Works' staff. Improvement quantities and costs proposed for reimbursement must be clearly identified in the documentation provided, and not combined or aggregated with non-reimbursable subdivision improvement costs. Appropriate graphic exhibits referenced to the subdivision improvement plans shall also be provided as needed to facilitate the reimbursement review process.	City to require; developer to provide
MM Transportation/Traffic 2	The project may conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management	That the development is subject to traffic impact fees.	

	agency for designated roads of highways?		
MM Transportation/Traffic 3	The project may conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	That the development is subject to traffic impact fees.	City to require; developer to provide
UTILITIES AND SERVICE SYSTEMS			
MM Utilities 1	Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Conditions of approval for storm drainage is as follows: 1. That the developer's engineer shall provide a storm drainage master plan complete with calculations for the entire subdivision for City Public Utilities and Engineering Department final review and approval prior to recording a subdivision final map for the development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision. 2. That all drainage from proposed development shall be retained in retention drainage basin located as shown on the tentative subdivision map. The basin expansion shall be constructed in conformance with City Standards and the entrance to the basin shall be relocated to N. Mustang Drive. 3. That developer shall be required to comply with State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.	City to require and ensure compliance; developer to provide
MM Utilities 2	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	That the future development would be required to implement water conservation measures.	City to require and ensure compliance; developer and future occupants to adhere

MM Utilities 3	Would the project comply with federal, state, and local statutes related to solid waste?	That the future project be required to comply with all statutes and regulations related to solid waste.	City to require; developer to provide
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Appeal No. 2020-01

Exhibit C:
Conditions of Approval

Attachment: 20-23-R (CD: Appeal No. 2020-01 TT 928)

PLANNING DIVISION
SITE PLAN REVIEW COMMENTS

TENTATIVE TRACT NO. 928

CONTACT: Gabrielle Myers, Senior Planner: (559) 585-2578

General Plan Designation: Low-Density Residential

Zoning: R-L-5 Low-Density Residential

Other Special Districts: N/A

Planning Division Recommendation ☒ Revise and Proceed ☐ Resubmit

General Requirements:

- ☒ That the applicant hereby agrees to hold the City of Hanford and all of its departments, officers, agents, and employees free and harmless of and from all claims of any kind or nature arising out of or by reason of the approval of this project.
- ☒ That approval of this project does not exempt compliance with all applicable sections of the Uniform Fire and Building Codes, Zoning Ordinance, Public Works Improvement Standards, and other City Ordinances.
- ☒ That the final map be submitted to the City Engineer and Community Development Department for compliance with the Tentative Subdivision Map approval prior to recording the final map.
- ☒ That all conditions of approval listed in this resolution by the City of Hanford be contained in the line drawing submitted for building permits.
- ☒ That in accordance with Title 16 of the Hanford Municipal Code, all conditions of this subdivision listed herein, and contained in subsequent improvement agreements, excluding the landscape district, must be completed and accepted for maintenance by the City Council prior to the final building inspection and occupancy permits being issued for the first house in the subdivision.
- ☒ That Vesting Tentative Tract 928 be developed consistent with the approved tentative tract map, attached as **Exhibit A**.
- ☒ That the tentative tract is subject to the mitigations cited in the Mitigation Monitoring and Reporting Program, attached as **Exhibit B (to be developed as part of the environmental review of the project)**.

Right-to-Farm:

- ☒ Notwithstanding any other provision in this Chapter, agricultural operations are the principal and favored use of land in the areas of Kings County designated "Agricultural" in the Kings County General Plan and included in the agricultural zone districts of the Kings County zoning

ordinance. In order to implement Policy LU 8.2 and Program LU 8.2-A of the city of Hanford General Plan, there is hereby adopted in the city of Hanford a policy to (1) protect agricultural land, operations, and facilities from conflicting use due to the encroachment of incompatible, non-agricultural uses of the land in agricultural areas of the county, and (2) to advise developers, owners, and subsequent purchasers of property in the city of Hanford within one (1) mile of the city's urban limit line of the inherent potential inconveniences and discomforts often associated with agricultural activities and operations, including, but not limited to, equipment and animal noise; farming activities conducted on a 24-hour a day, 7-days a week basis; odors from manure, fertilizers, pesticides, chemicals, or other sources; the aerial and ground application of chemicals and seeds; dust; flies and other insects; and smoke from agriculture operations.

- ☒ That no lawfully established and otherwise lawful agricultural activity, operation, or facility, or appurtenances thereto, conducted or maintained for commercial agricultural purposes in a manner consistent with proper and accepted customs and standards as established and followed by similar agricultural operations in the same locality, shall be or become a nuisance, private or public, due to any changed condition in or about the locality, including, but not limited to, the encroachment of non-agricultural uses such as residences.
- ☒ In order to carry out the goals and policies of the city of Hanford General Plan, and the provisions of this chapter, the following notices and disclosures shall be required:
- ☒ All approvals for improvement or development of property including without limitation application for rezonings, land divisions, zoning permits, and residential building permits, on property in the city of Hanford within one (1) mile of the city's urban limit line, shall include a condition that notice and disclosure of this agricultural land use policy be given by the applicant, or the owner if different from the applicant. The applicant, or owner if different from the applicant, shall also acknowledge the contents of the notice and disclosure, which includes a description of the property the notice and disclosure pertains to, in the Official Records of the Kings County Recorder, and recorded at the applicant's own expense.

Zoning:

- ☒ That all requirements of the R-L-5 Low-Density Residential district shall apply.

Dwelling Units per Lot (Section 17.10.050)

- ☒ That not more than one dwelling unit shall be allowed on each lot, unless approved as an accessory use to an allowed or approved conditional use, or approved as an accessory dwelling unit, in accordance with Section 17.60.030 of the Hanford Municipal Code.

Coverage (Section 17.10.060)

- ☒ That the maximum overage shall be determined by the combined building setback requirements, accessory structure limitations, and off-street parking requirements.

Building Setback Area (Section 17.10.070)

- ☒ That no structure shall be placed within a building setback area.
- ☒ The front building setback area shall be 15 feet from the front lot line for livable space and 20 feet for garages, carports, and other non-livable building space.
- ☒ That the rear building setback shall be 15 feet from the rear lot line, except where there is a landscape easement with a wall or fence on the rear of the lot, then the rear building setback shall be 20 feet.
- ☒ The rear building setback area shall be increased by 10 feet for buildings over one-story high.
- ☒ That where there is a landscape easement with a wall or fence on the street side of the lot the side yard setback area shall be measured from the easement area instead of the side lot line.

Distance between Structures (Section 17.10.080)

- ☒ The minimum distance between structures shall be 10 feet, except as provided by the building code.

Height of Structures (Section 17.10.090)

- ☒ The maximum structure height shall be 35 feet.

Driveways (Section 17.10.110)

- ☒ That the width of a driveway and any paved area shall not cumulatively exceed 40% of the width of the lot's street frontage on which the driveway and any paved area faces. In the case of "L" or "U" shaped driveways or other configurations besides perpendicular driveways, the paved area of these driveways shall not exceed 50% of the front building setback area.
- ☒ That on corner lots, the driveway shall be located on the side of the lot adjacent to the interior lot line.
- ☒ That on key lots, the driveway shall be located on the side of the lot, which is not adjacent to the rear lot line of the adjacent reverse corner lot.

Usable Open Space (Section 17.10.150)

- ☒ That each lot shall provide for a usable open space area of a minimum 400 feet that is a minimum 15 feet wide.

Landscaping (Section 17.10.160)

- ☒ That landscaping be provided in accordance with Section 17.52 Landscape Standards of the Hanford Municipal Code.
- ☒ That except for driveways and approved parking areas all yard areas and setback areas visible from the street shall be landscaped with live plant materials and ornamentation

common to the Hanford area or up to 100% of the yard and setback area may be landscaped with artificial turf and other permeable surfaces.

- ☒ That two street trees, a minimum 15 gallon size, shall be planted on all lots 6,000 square feet or greater. One of the two shall be planted 12 feet (no greater or no less) from the face of the front lot line street curb.
- ☒ That one street tree, a minimum 15 gallon size, shall be planted on all lots less than 6,000 square feet. The tree shall be planted in the parkway. If there is no parkway, the tree shall be planted four feet behind the sidewalk.
- ☒ That there shall be two additional street trees, a minimum 15 gallon size, planted on all corner lots in the parkway adjacent to the street side lot line.
- ☒ That all species of trees shall be selected from a list approved by the City Parks and Recreation Commission.
- ☒ That each lot owner within Tentative Tract 929 shall care for and maintain the trees and lawn area located in the parkway in front of their lot(s). For corner lots, the lot owner shall also care for and maintain the parkway trees and land area along the street-side of their lot. The parkway is defined as that land area located between the street curb and the public sidewalk.

Environmental Requirements:

- ☒ That if fireplaces are proposed in the residential units, natural gas fireplaces or EPA-certified wood-burning fireplaces/stoves are to be installed in every unit that has a fireplace. Conventional open-hearth fireplaces are not allowed.
- ☒ That natural gas lines and electrical outlets be installed in backyards or patios to encourage use of gas and/or electric barbecues.
- ☒ That electrical outlets be installed around the exterior of the residential units to encourage use of electric lawn mowers, edgers, etc.

Noise:

- ☒ That construction equipment is muffled and construction activities be limited to the hours between 7:00 a.m. to 10:00 p.m., Monday through Friday, unless the construction is within the enclosed structure or approved by the Community Development Department.
- ☒ That noise from fixed mechanical equipment, when measured at the property line, meets the standard of the Hanford Noise Element.

Rooftop Equipment HMC Section 17.50.100

- ☒ That all elevator housing and mechanical equipment located on the roof of any building shall be screened from adjacent views and contained within a completely enclosed penthouse or

portion of the same building having walls and roofs with construction and appearance similar to the building.

Outdoor Lighting Standards HMC Section 17.50.140

- ☒ That all lights and light fixtures, except public street lights, shall be located, aimed or shielded so as to minimize light trespassing across property boundaries or skyward.
- ☒ That no lights or light fixtures shall flash, revolve, blink or otherwise resemble a traffic control signal or operate in such a fashion to create a hazard for passing traffic.
- ☒ That building mounted lighting fixtures shall be attached only to the walls of the building. The top of a light fixture attached to a building wall shall not be higher than the top of the building parapet or the top of the roof eave, whichever is lower.
- ☒ That canopy ceiling light fixtures shall be recessed or the sides of the lens area shall be shielded in order to eliminate emission of horizontal light.
- ☒ That mercury vapor lamps shall be a fully shielded fixture with all light directed on-site.
- ☒ That freestanding light fixtures shall not exceed eighteen (18) feet in height measured from the top of a light fixture to the adjacent grade at the base of the support for that light fixture.

Tents, Tarps, and Other Coverings (Section 17.50.130)

- ☒ That no front or side building setback area shall be covered by tents, tarps, cloth, fabric, or a wood or metal covering or structure except for the following:
 - ☒ Standard window and door awnings
 - ☒ Ornamental covers, such as a sidewalk or entry awning trellis, or other similar improvement intended as an improved passageway or for aesthetic purposes providing architectural integrity with the building to which it is attached. Supports shall be ninety (90) percent open and shall not be enclosed.

Dust Control:

- ☒ That the appropriate dust-control practices of the San Joaquin Valley Air Pollution Control District shall be implemented.
- ☒ That the any necessary permits be obtained through the San Joaquin Valley Air Pollution Control District.

BUILDING DIVISION**TT 928 (504-0534)**

Contact Building Official: Tom Webb (559) 585-2584

Concerning questions that you may have on the conditions listed below:

Soils:

1. That a preliminary soils report, prepared by a qualified soil's engineer, be provided to the Engineering and Building Departments prior to approval of Subdivision Improvement Plans.
2. That a final soils report, prepared by a qualified soils engineer, be provided to the Engineering Department and Building Division prior to acceptance of the subdivision improvements by the City or issuance of building permits or whichever comes first.
3. That the developer retains the design engineer to inspect and verify that grading within the subdivision was constructed as per the approved design, and a copy of the report be provided to the Building Division prior to building permit issuance.

Street Names and Addresses:

1. That street addresses for each lot, as provided by the Building Division, be included on the subdivision final map.
2. That street names, as shown on the tentative subdivision map, be included on the subdivision final maps.
3. That all single family dwellings within the subdivision have illuminated address numbers 2-¼ inches high or be within an illuminated area with 3-½ inch high address numbers installed on the front most part of the building leading to the entrance. In either case the address numbers shall be of contrasting colors with the background.
4. That all landscaping requires permits and must meet requirements at time of installation.
5. That a map must be provided to show existing streets names of surrounding subdivisions that have City maintained streets.

FIRE DEPARTMENT
SITE PLAN REVIEW COMMENTS

TENTATIVE TRACT NO. 928

CONTACT: Larry Garcia, Fire Inspector: (559) 585-2594

1. Provide fire flow and hydrant information per California Fire Code and City of Hanford Public Works Standards.
2. Approved access roadway and the fire protection system (hydrants) shall be in place prior to construction.
3. All residential structures shall be provided with an NFPA 13 fire sprinkler system. Plans shall be submitted prior to construction.
4. Provide minimum thirty (30) feet clear width for fire apparatus access.
5. A approved turnaround shall be provided for all dead end roads in excess of 150 feet. Approved turnaround shall meet City of Hanford Road Standards.



City of Hanford

Department of Public Works

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10.A.b

PROJECT: Tract 928 Cal Clark Farms Silver Oaks Addition

Maps and Plans:

1. That the developer shall submit to the City Engineer a set of construction plans on 24" x 36" sheets for all required improvements. Plans shall be prepared by a registered civil engineer and shall include a drainage and utility plan identifying sizes and location of sanitary sewer, storm drainage and water mains, curbs, gutters, sidewalks, masonry walls, street lights, street improvements, culverts and landscape improvements and all other infrastructure required to complete development. All plans shall be approved by the City Engineer and all other involved agencies before the release of the building permits.
2. That prior to beginning any construction or within ten (10) calendar days after the approved plans are released by the City, the developer shall submit to the City of Hanford Engineering Division one (1) reproducible and four (4) blue line copies of the approved set of construction plans and four (4) bound sets of the approved construction specifications, if any.
3. That within twenty (20) calendar days after all improvements have been constructed and accepted by the City, the developer shall submit to the City of Hanford Engineering Division one (1) reproducible and one (1) blue line copy of the approved set of construction plans revised to reflect all field revisions and marked "RECORD DRAWING."

Easements:

1. That all easements shall be designated on the subdivision final map as required by the utility companies and where needed for providing service to street lights and landscape improvements as designated by the City Public Works Department.
2. That all easements for irrigation ditches and / or irrigation pipelines shall be legally abandoned or relocated to the satisfaction of the City Engineer prior to the recording of a subdivision final map.
3. That all proposed landscape/public utility easements, located as shown on the tentative subdivision map, shall be dedicated to the City and be delineated on the final subdivision map. Landscape/public utility easement shall meet or exceed the following minimum widths:
 - a.) Fargo Avenue – Ten feet (Landscape/Public Utility)
 - b.) Centennial Drive – Ten feet (Landscape/Public Utility)
 - c.) W. Sangiovese Street – Five feet (Landscape/Public Utility)
 - d.) All residential streets – Six feet (Public Utility)

Dedications:

1. That all proposed streets and street extensions, located as shown on the tentative subdivision map, shall be dedicated to the City as public right-of-way, and any alteration of existing utilities shall be the responsibility of the developer.

Luis Verdugo
ASSISTANT ENGINEER (559) 585-2556

08/06/2020
DATE

Attachment: 20-23-R (CD: Appeal No. 2020-01 TT 928)



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2. That all proposed landscape public utility easements, located as shown on the tentative subdivision map shall be dedicated to the City for landscape and public utility purposes concurrent with the recording of a subdivision final map, unless modified herein.

Restricted Access:

1. That a one-foot reservation strip shall be established at the end or sides of all streets abutting undeveloped property and be indicated on the subdivision final map.
2. That all access shall be restricted from lots at the property lines backing onto Centennial Drive, W. Sangiovese Street, and Fargo Avenue shall be indicated on the subdivision final map.

Street Improvements:

1. That all improvements consisting of sanitary sewers, storm sewers, water mains, concrete curbs, gutters, sidewalks, street lights, landscaping, street grading, surfacing and striping and all other improvements shall be installed in accordance with Chapter 16.24, "Improvements", of the Hanford Municipal Code and this resolution pertaining to subdivision improvements in effect at the time of filing the tentative subdivision map.
2. That all streets within the subdivision shall be developed to residential street standard ST-32, except the following:
 - a. Fargo Avenue shall be developed as a major collector street along the entire development frontage. All improvements shall be constructed in conformance with City Standards ST-17 and ST-23 and as follows:
 1. Traffic index used for the design of street structural section shall be a minimum of 10.0.
 2. A geotechnical report shall be submitted to the City Engineer identifying the existing structural section thickness of Fargo Avenue, along the entire development frontage, and the "not a part", concurrent with the submittal of development improvement plans. Reconstruction of Fargo Avenue, along the entire development frontage and the "not a part" will be required if the existing street structural section does not conform to City Standards and Specifications.
 3. Street improvements south of the Fargo Avenue centerline shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required. The installation of raised concrete median in Fargo Ave is not required.
 4. Street improvements north of the Fargo Avenue centerline shall include, but not be limited to, the construction of a minimum 12-foot travel lane, 4-foot paved shoulder, and 4-foot graded shoulder, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required.

Luis Verdugo
ASSISTANT ENGINEER (559) 585-2556

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5. Developer shall attempt to acquire additional street right-of-way along the "Not a Part" frontage of Fargo Ave in accordance with Section 66462.5 of the Subdivision Map Act. The additional street right-of-way is necessary to facilitate street widening improvements along the entire development frontage of Fargo Ave. If Developer is unsuccessful, City will attempt to acquire the right-of-way.
 6. Developer shall construct a left turn pocket at the intersection of Fargo Ave and Centennial Drive for westbound traffic along Fargo Ave to southbound Centennial Drive.
- b. Centennial Drive shall be developed as a major collector street, along the development frontage of the subdivision. All improvements shall be constructed in conformance with City Standards ST-17 and ST-23, and as follows:
1. Traffic index used for the design of street structural section shall be a minimum of 7.0.
 2. Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required. (Raised median island not required).
 3. Developer shall construct a left turn pocket at the intersection of Fargo Ave and Centennial Drive for northbound traffic along Centennial Drive to westbound Fargo Ave.
- c. W. Sangiovese Street shall be developed as a minor collector street. All improvements shall be constructed in conformance with City Standards ST-17 and ST-26, and as follows:
1. Traffic index used for the design of street structural section shall be a minimum of 6.0.
 2. Dedicate right-of-way as shown on tentative map.
 3. Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, street paving, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required.
3. That street lights shall be installed throughout the subdivision in conformance with City Standard GE-56 and Southern California Edison requirements. Street lights shall be located as designated by City Engineer.
 4. That a traffic signal be installed at the intersection of Centennial Drive and Fargo Ave at the time of the construction of the development unless a focused traffic study is conducted and the analysis determines that the traffic signal does not to meet the required warrants with the development of the subdivision.

Attachment: 20-23-R (CD: Appeal No. 2020-01 TT 928)

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5. That the developer shall attempt to acquire additional street right-of-way along the "Not a Part" frontage and make street improvements. City to reimburse for offsite right-of-way and improvement cost.
6. That development is subject to a transportation mitigation impact fee as required by City Municipal Code section 15.48 and any revisions thereof. Developer shall be entitled to a credit towards their development impact fee for permanent street improvements constructed by developer within Fargo Ave, consisting of street paving, median curbs, and median concrete as identified in the City's Impact Fee Program. Transitional paving improvements beyond the development limits, that are not considered to be a permanent improvement and the reconstruction of the existing Fargo Ave street section, if required, will not be subject to a credit. Developer shall agree that all reimbursements will be made pursuant to the City's Impact Fee Program reimbursement schedule.

Backup Parkway Improvements:

1. That the developer shall design and construct the following improvements along the development frontages of Centennial Drive, W. Sangiovese Street and Fargo Avenue for lots backing onto said streets:
 - a. A minimum six-foot-high decorative masonry block wall with continuous reinforced concrete footings. Masonry walls shall be treated with anti-graffiti repellent. The minimum height of the wall shall be measured from the highest elevation grade of the property located adjacent to either side of the wall. Wall heights shall be maintained at a uniform grade / slope whenever possible. If elevation changes are required, steps shall be introduced at pilaster locations and / or changes in wall direction. Wall improvement plans shall be designed to incorporate architectural, civil and structural components into one set of drawings. Wall plans shall be reviewed and approved by both the City Public Works and Community Development Departments.
 - b. A 4 1/2-foot-wide meandering detached sidewalk along the development frontages of Centennial Drive, W. Sangiovese Street, and Fargo Ave.
 - c. Landscaping and irrigation system improvements along the development frontages of Centennial Drive, W. Sangiovese Street and Fargo Ave. Landscape plans shall be prepared by a licensed landscape architect. Plans shall be reviewed and approved by the City Public Works, Parks & Recreation, and Community Development Departments.
2. That all species of trees and plants shall be selected from a list approved by the City's Parks and Recreation Commission.
3. That all new and existing electrical boxes, control boxes and other equipment boxes (excluding traffic control) cabinets along the street frontage shall be painted hunter green or be of a color compatible with the landscaping. Prior to painting, all metal surfaces shall be treated with an etching primer (zinc chromate) or equivalent. All new irrigation electrical and control cabinets shall be mounted into the masonry wall per City Standards.

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4. That a covenant including each residential lot within the subdivision and requiring care and maintenance of local street park strip landscape improvements along the individual lot frontage(s) by the homeowners thereof shall be recorded concurrent with the final map.

Neighborhood Park Improvements:

1. That the developer shall consult with City Parks & Recreation and Public Works staff prior to the design and construction of park facility improvements. The design and construction of park facility improvements shall be concurrent with the first phase of development. Park improvements shall include, but may not be limited to: Recreational areas, decorative landscaping and irrigation system improvements, drinking fountains, park benches, decorative security lights and trash receptacles. The developer shall retain the services of a licensed landscape architect to design all park facility improvements.
2. That the development is subject to a park development mitigation impact fee as required by City Municipal Code Section 15.44 and any revisions thereof. Developer shall be entitled to a credit towards the subdivision park impact fee obligation for all park improvements constructed by the developer in accordance with the Municipal Code. The developer shall agree that all reimbursements will be made pursuant to the City's Impact Fee Program reimbursement schedule.

Sewer Improvements:

1. That the developer's engineer shall provide a sanitary sewer master plan complete with calculations for the entire subdivision for City Public Works Department review and approval prior to recording a subdivision final map for the development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.
2. A 15-inch diameter sanitary sewer main shall be installed within Fargo Avenue in accordance with the Sewer System Master Plan.
3. That the developer may be entitled to a refund for sewer main over-sizing in accordance with City Municipal Code Section 13.08. Developer's engineer shall be required to submit calculations to substantiate request for an over-sizing refund to the City Public Works Department for review and approval. The developer shall agree that all reimbursements will be made pursuant to the City's Impact Fee Program reimbursement schedule.
4. That the developer may be entitled to enter into a reimbursement agreement in accordance with City Municipal Code section 13.08 for sewer system improvements which also provide a benefit to others. Developer shall submit competitive bid proposals to substantiate costs for said sewer system improvements for Public Works Department review and approval prior to beginning construction.

Storm Drainage Improvements:

Luis Verdugo
ASSISTANT ENGINEER (559) 585-2556

08/06/2020
DATE

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1. That the developer's engineer shall provide a storm drainage master plan complete with calculations for the entire subdivision for City Public Utilities and Engineering Department review and approval prior to recording a subdivision final map for the development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.
2. That all drainage from proposed development shall be retained in retention drainage basin located as shown on the tentative subdivision map. The basin expansion shall be constructed in conformance with City Standards and the entrance to the basin shall be located on Centennial Drive. Entrance shall have a 20-foot setback to allow city vehicles off-street access.
3. That developer shall be required to comply with State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.

Water System:

1. That the developer's engineer shall provide a Water System Master Plan complete with calculations for the entire subdivision for City review and approval prior to recording a subdivision final map for the development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.
2. A 12-inch water main shall be installed within Fargo Avenue & Centennial Drive in accordance with the Water System Master Plan.
3. That the developer may be entitled to a refund for water main over-sizing in accordance with City Municipal Code Section 13.04. Developer's engineer shall be required to submit calculations to substantiate request for an over-sizing refund to the City Public Works Department for review and approval. The developer shall agree that all reimbursements will be made pursuant to the City's Impact Fee Program reimbursement schedule.
4. That the developer may be entitled to enter into a reimbursement agreement in accordance with City Municipal Code section 13.04 for water system improvements which also provide a benefit to others. Developer shall submit competitive bid proposals to substantiate costs for said water system improvements for Public Works Department review and approval prior to beginning construction.
5. That all existing water wells located within the proposed development shall be abandoned in conformance with State of California Department of Health Standards.

Assessment District:

1. That the developer shall enter into an agreement with the City for the formation of a tax assessment district for the maintenance of interior subdivision street lighting, decorative block fencing, and landscaping located along the property frontages of Centennial Drive, W. Sangiovese Street, Napa Drive, and Fargo Avenue located as shown on the tentative subdivision map.

Luis Verdugo
ASSISTANT ENGINEER (559) 585-2556

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2. That prior to funds from the tax assessment district being obtained, the developer shall be responsible for the maintenance of all landscaping, subdivision interior street lighting and decorative fencing.

City Development Impact Fees:

1. That development is subject to a Police Development Impact Fee as required by City Ordinance No. 19-41-R, and any revisions thereof. Fee payable with each building permit.
2. That development is subject to a Fire Development Impact Fee as required by City Ordinance No. 19-41-R, and any revisions thereof. Fee payable with each building permit.
3. That development is subject to a Park Development Impact Fee as required by City Ordinance No. 19-41-R and any revisions thereof. Fee payable with each building permit.
4. That development is subject to a Transportation mitigation impact fee as required by City Ordinance No. 19-41-R and any revisions thereof. Fee payable with each building permit.
5. That the development is subject to a Wastewater System Development Impact fee as required by City Ordinance No. 19-41-R, and any revisions thereof. Fee payable with each building permit.
6. That development is subject to a Water System Development Impact Fee as required by City Ordinance No. 19-41-R or any revisions thereof. Fee payable with each building permit.
7. That development is subject to a Refuse and Recycling Development Impact Fee as required by City Ordinance No. 19-41-R or any revisions thereof. Fee payable with each building permit.
8. That development is subject to a Storm Drainage Development Impact Fee as required by City Ordinance No. 19-41-R, and any revisions thereof. Fee payable prior to recording of subdivision final map.
9. That development is subject to a 12th Avenue Sanitary Sewer area of benefit district assessment fee as required by City Ordinance No. 92-03 or any revisions thereof, if applicable. Fee shall be payable prior to recording to recording of final subdivision map.

Attachment: 20-23-R (CD: Appeal No. 2020-01 TT 928)

Luis Verdugo
ASSISTANT ENGINEER (559) 585-2556

08/06/2020
DATE

John A. Zumwalt, P.E.
Alex T. Diggins, P.E.
Ron G. Roselius, P.L.S.

James F. Hansen, P.L.S. 1939-2019

August 15, 2020

City Council
City of Hanford
317 N. Douty St.
Hanford Ca. 93230

Re: Planning Commission action Tract 928 on August 11, 2020

Dear Council Members:

On August 11, 2020 the Planning Commission considered Tract 928. The commission made several attempts to make a decision, all of which either failed with a 3 to 3 vote or died for a lack of a second. Their failure was in spite of the fact that the property is currently in the city limits and the proposal is completely consistent with existing zoning and the General Plan in every respect. Since not making a decision is equivalent to a no vote, we are appealing to the council for resolution.

The primary competing issues at the Planning Commission meeting were the staff's desire to connect Tract 928 to Vintage Estates at Muscat Place vs. the residents of Vintage estates desire that there be no connection. The applicant sided with the City staff but added that whatever the Commission decided to do regarding Muscat, to please approve the Tract either with or without the connection. Unfortunately the Commission did neither.

As we see it, the Council has 3 primary choices described as follows:

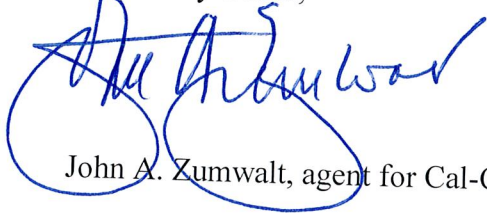
- Choice 1 – If the Council agrees with the city staff and not the residents, approve connecting to Muscat.
- Choice 2 – If the Council agrees with the arguments of the Vintage Estates residents, approve the Map without the Muscat connection. **If the Council selects this option, we have provided an alternate map to accomplish this.** Please consider and approve the alternate Map.
- Choice 3 – If the Council agrees with the Vintage Estates residents but is concerned about leaving Vintage Estates with only 1 exit, consider approving Choice 2 but adding a provision which enables a 2nd exit from Vintage Place onto Sangiovese. There already exists an easement from the end of the Vintage Place cul-de-sac to the property line. If this option is selected, the applicant agrees to construct whatever connection the city may

Page 2 of 2

require between Sangiovese and the Vintage Estates property line. It would be the responsibility of others to construct the remaining connection within Vintage Estates. This access could be a regular street or an emergency access with a "crash" gate or anything in between. The applicant defers to the council as to what kind of connection is in order. It is important to note that the applicant is willing to construct this whether or not others follow through with their part, but development of the subdivision cannot be tied to the performance or non-performance of others.

We look forward to appearing before the council and finding a solution. Thank you.

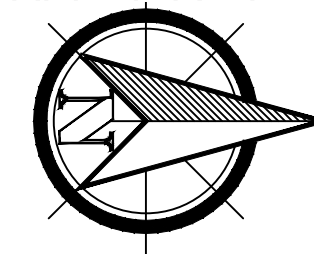
Very Truly Yours,

A handwritten signature in blue ink, appearing to read "John A. Zumwalt", is written over a circular blue ink stamp. The signature is fluid and cursive.

John A. Zumwalt, agent for Cal-Clark Farms

Attachment: Attachment 1 - Appeal Request (CD: Appeal No. 2020-01 TT 928)

VESTING TENTATIVE
SUBDIVISION MAP
SILVER OAKS ADDITION
COUNTY TRACT NO. 928



SCALE: 1"=100'

GENERAL INFORMATION

EXISTING ZONE
PROPOSED ZONE
EXISTING USE
PROPOSED USE
SEWER
WATER
STORM DRAIN
A.P.N.
ELECTRIC
GAS
TELEPHONE
AREA (PHASE I)
AREA (PHASE II)
AREA (PHASE III)

R-L-5
R-L-5
Walnuts & Row Crops
Residential
City of Hanford
(see note, this sheet)
City of Hanford
On-site Basin
009-030-158,005,115
SCE
Gas Company
SBC
39.24 Acres
22.04 Acres
23.90 Acres

SANITARY SEWER NOTE

This tract proposes to utilize the existing sanitary sewer line in Sanguiovese Street as constructed with Copper Valley (Tract 835). If required due to pipe depth the existing sanitary sewer line in Centennial Dr. will be used for a portion of this tract.

LEGAL DESCRIPTION

The Westerly 16.73 chains of the Northeast Quarter of Section 22, T. 18 S., R. 21 E., M.D.B. & M., and the "Designated Remainder" as shown on a Parcel Map recorded in Book 17 of Parcel Maps at Page 5, Kings County Records.

TRACT NO. 928
BOUNDARY ACREAGE

TOTAL WITH BASIN: 85.18 Acres
TOTAL WITHOUT BASIN: 80.24 Acres

LOT COUNT

PHASE 1 = 99
PHASE 2 = 89
PHASE 3 = 95

APPLICANT OWNER

Cal-Clark Farms
PO Box 221815
Carmel, CA 93922

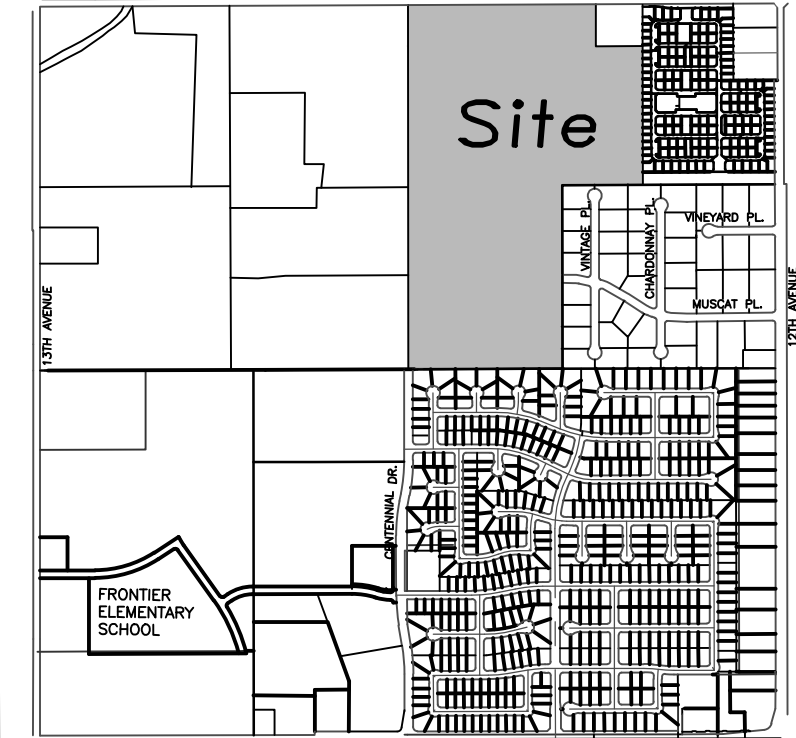
Cal-Clark Farms
PO Box 221815
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LEGEND

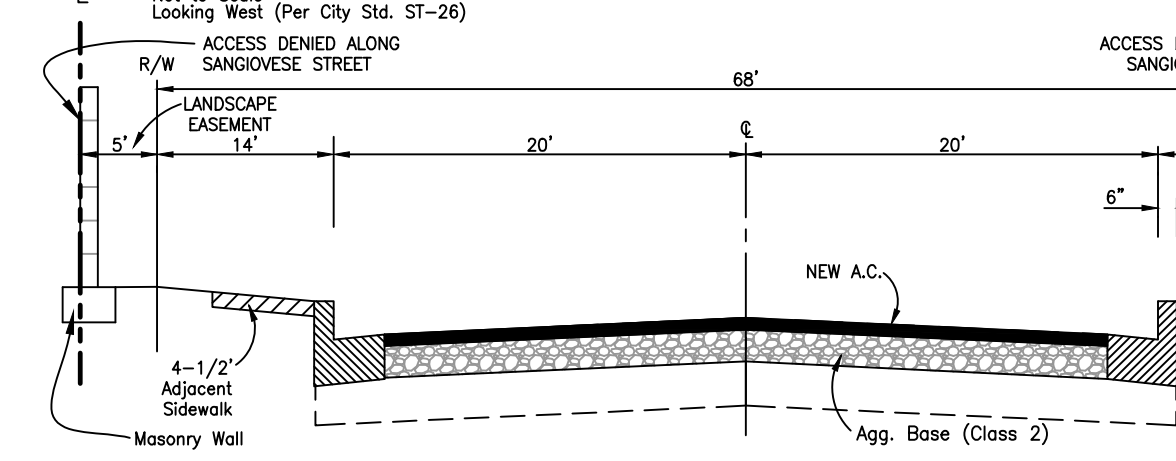
- PHASE LINE
- TRANSFORMER POLE
- UTILITY POLE
- FIRE HYDRANT
- WATER SERVICE
- WATER VALVE
- EXISTING AC SURFACE

VICINITY MAP

NOT TO SCALE



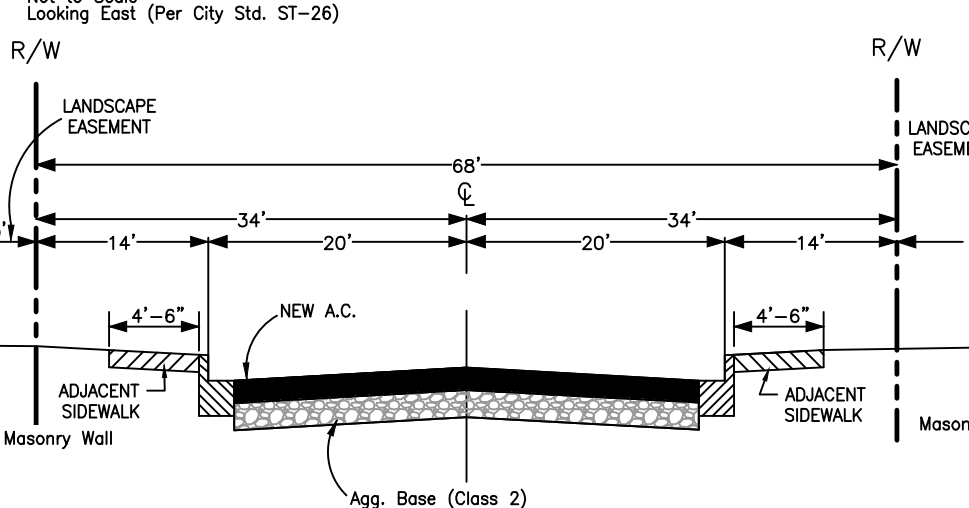
SECTION B-B
W. SANGIOVESE ST. WEST OF N. NAPA DR.



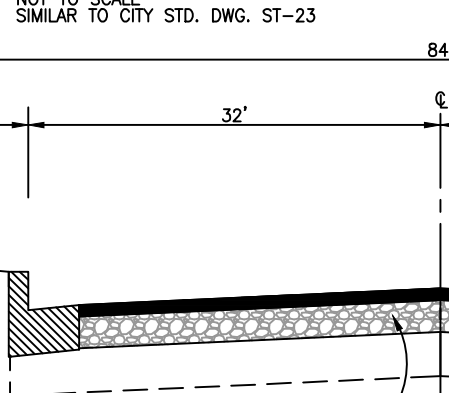
CROSS SECTION NOTES

* To be maintained as part of the Landscape Assessment District

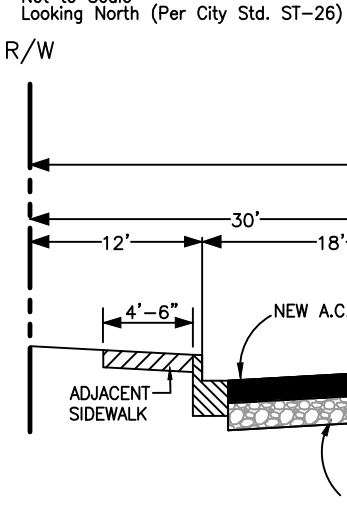
SECTION C-C
W. SANGIOVESE ST. EAST OF NAPA DR.



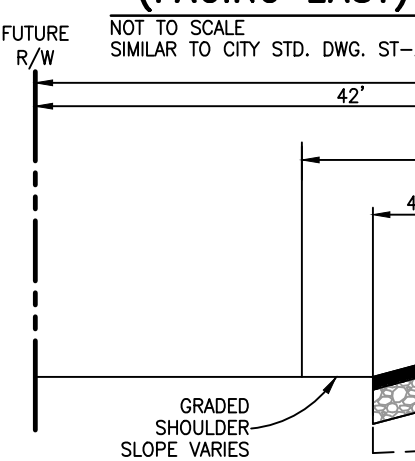
SECTION D-D
CENTENNIAL DRIVE



SECTION A-A
NAPA DR.

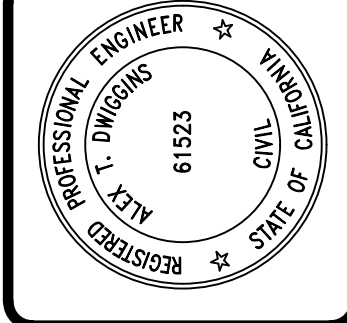


FARGO AVENUE
(FACING EAST)



No.	Revisions	Date
1	Released Part, adjusted lots	02-28-20
2	Adjusted Lot Dimensions and Layout	02-28-20
3	Adjusted Lot Dimensions and General Information	02-28-20
4	Moved Part North of Napa	04-11-20
5	Reconfigured Subdivision Layout	07-12-20
6	Reconfigured Phase Layout	07-12-20
7	Ex. Basin Dimensions/Updated Street X-Sections	07-20-20

CAL CLARK FARMS, INC.
PO Box 221815
Carmel, CA 93922



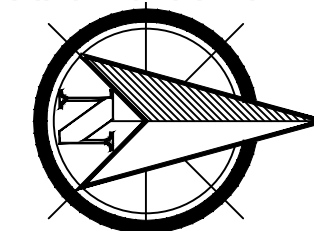
VESTING TENTATIVE SUBDIVISION MAP
SILVER OAKS ADDITION
COUNTY TRACT NO. 928
FOR CAL CLARK FARMS, INC.

CIVIL ENGINEERS
ZUMWALT
HANSEN &
LAND SURVEYORS

609 N. Irwin St.
Hanford, CA 93230
Office: (559) 582-1056
Fax: (559) 584-4143

DRAWN BY: MO
CHECKED BY: AD
INDEXED BY:
DATE: 4/6/2020
JOB NO.: 0606351
SHEET: 1 OF 1

VESTING TENTATIVE
SUBDIVISION MAP
SILVER OAKS ADDITION
COUNTY TRACT NO. 928



SCALE: 1"=100'

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PROPOSED ZONE
EXISTING USE
PROPOSED USE
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WATER
STORM DRAIN
A.P.N.
ELECTRIC
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AREA (PHASE I)
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R-L-5
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Walnuts & Row Crops
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City of Hanford
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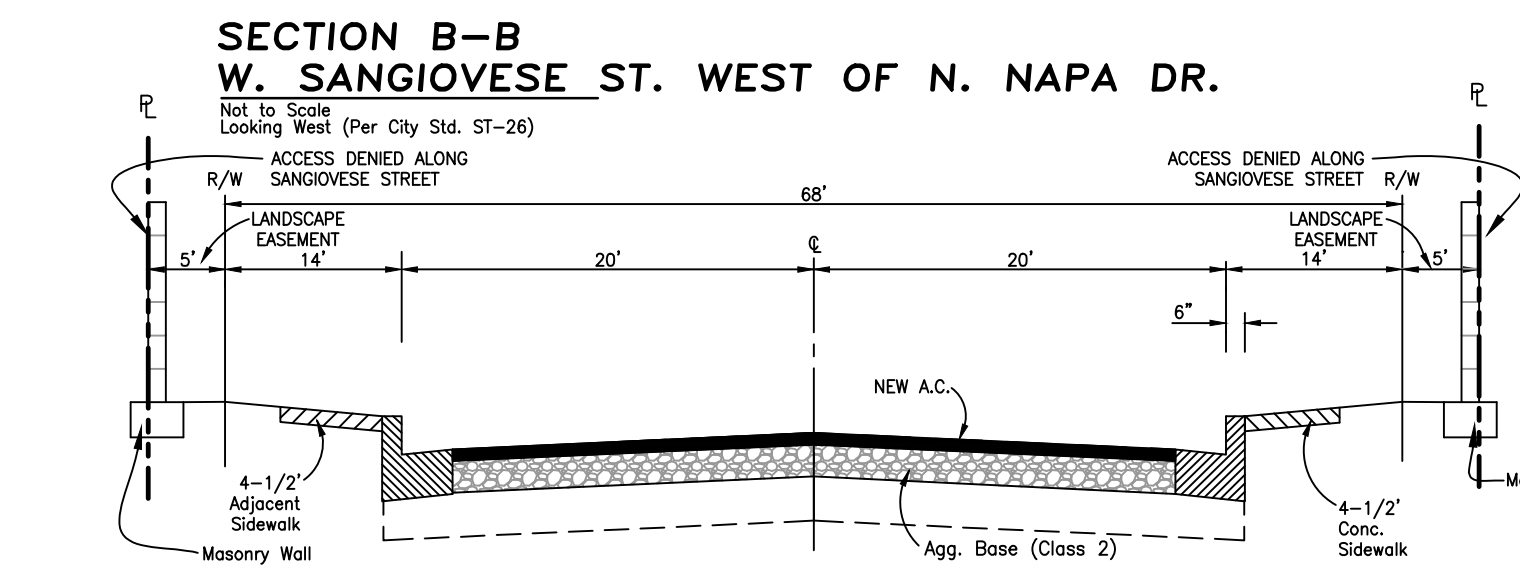
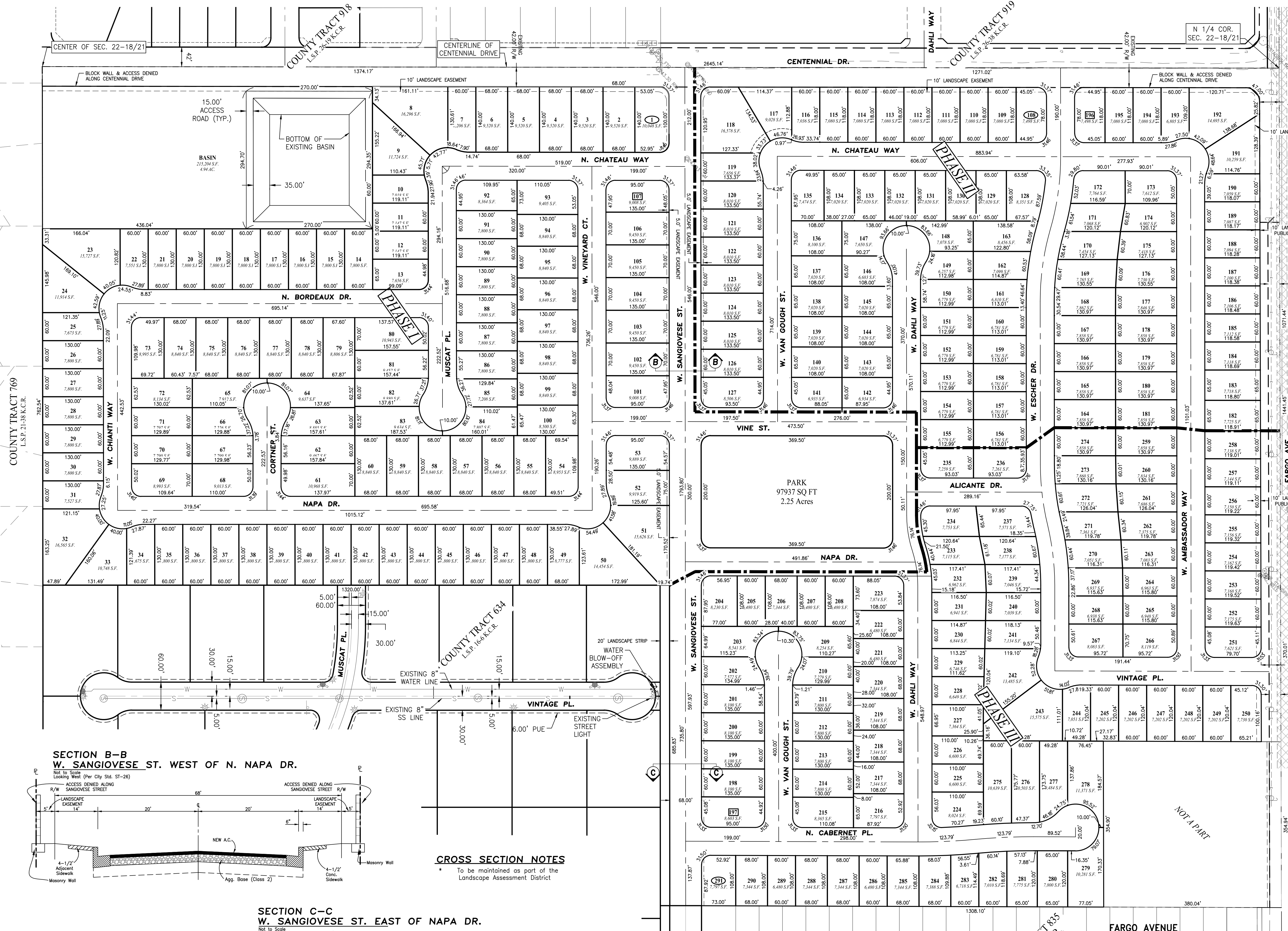
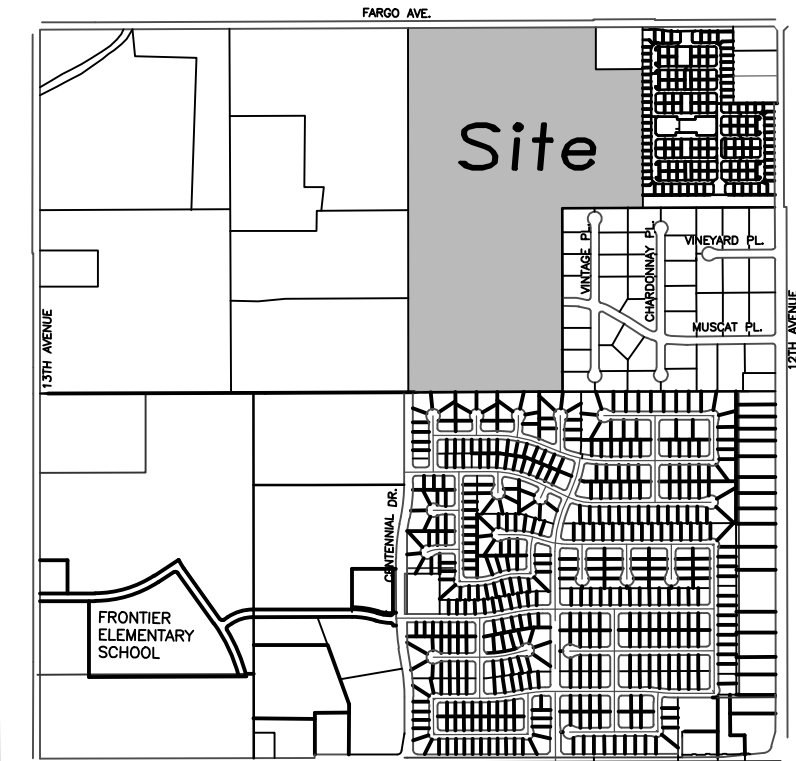
OWNER

Cal-Clark Farms
PO Box 221815
Carmel, CA 93922

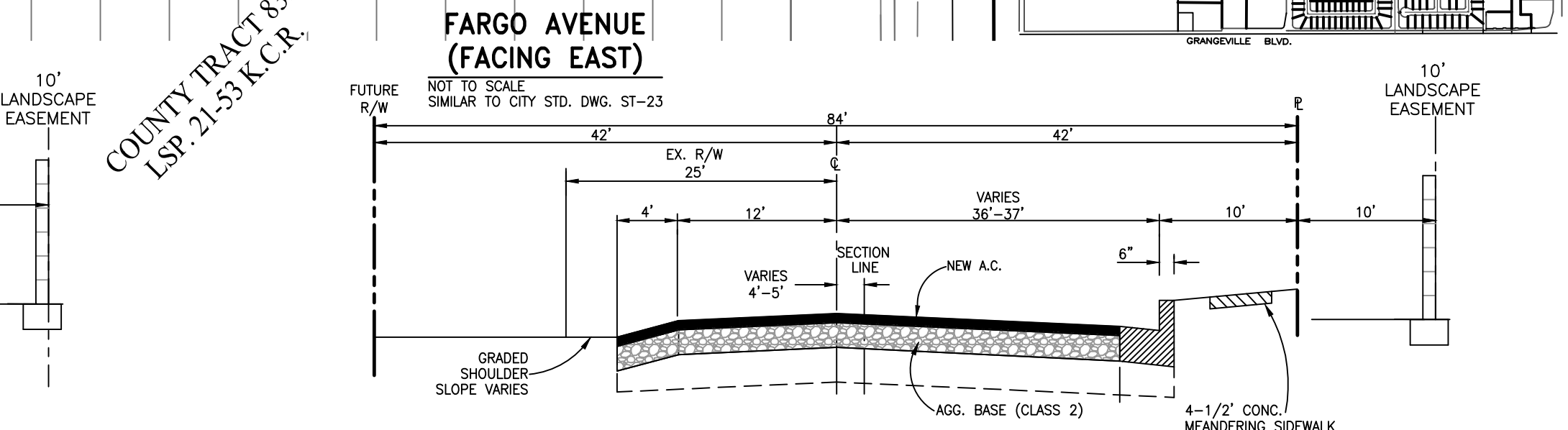
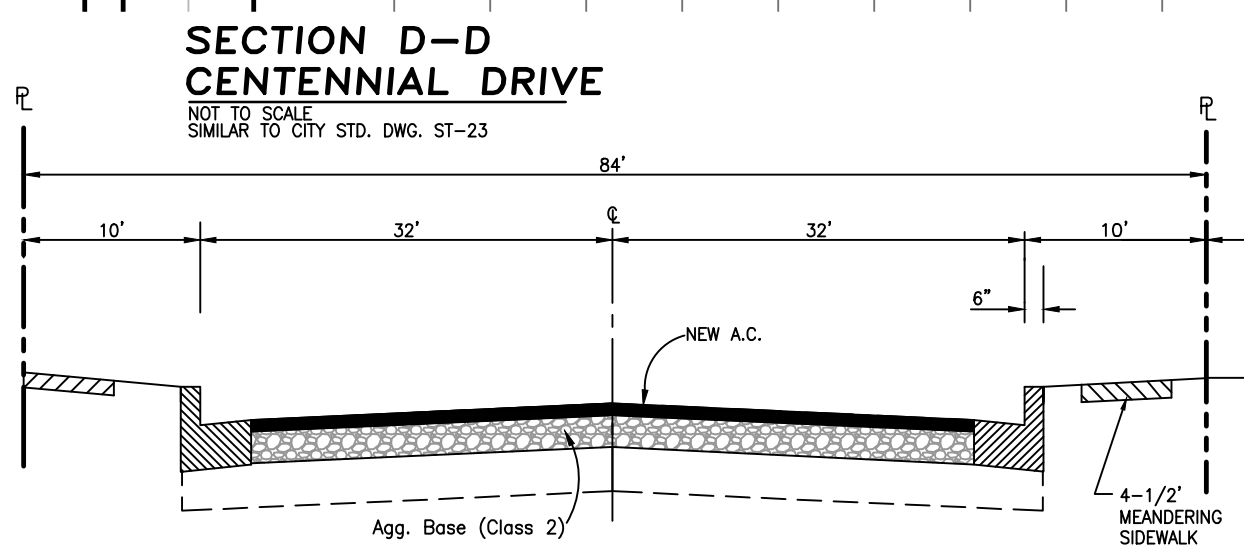
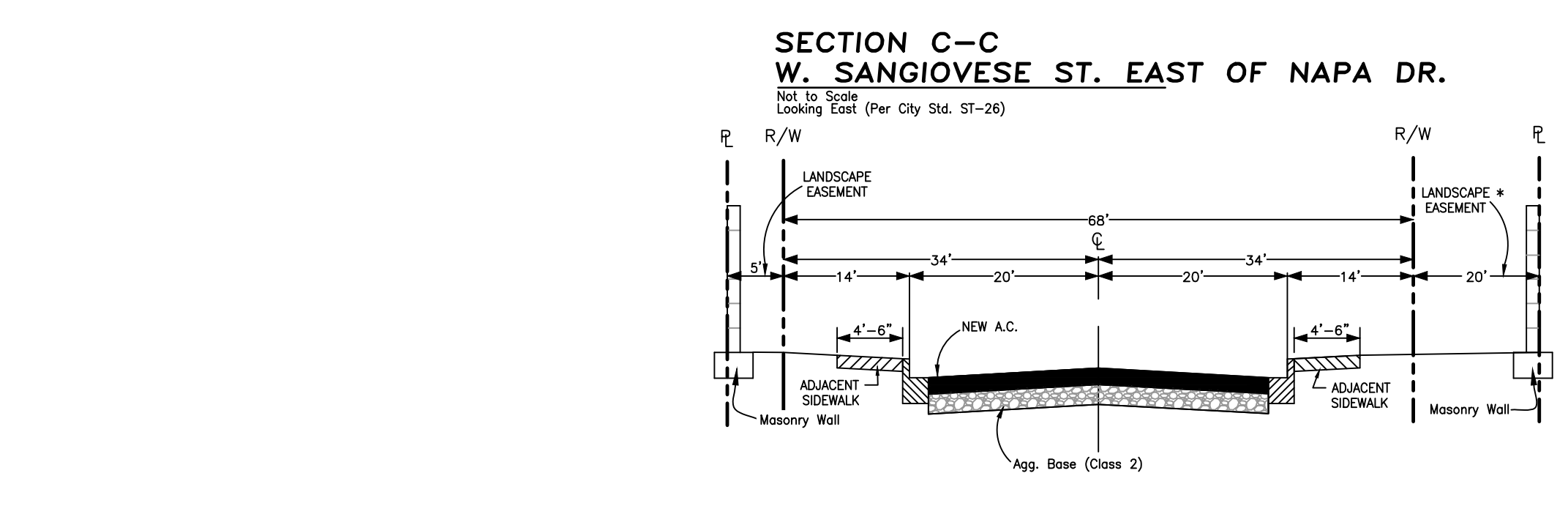
LEGEND

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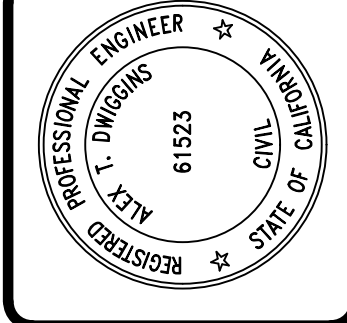
VICINITY MAP
NOT TO SCALE



CROSS SECTION NOTES
To be maintained as part of the Landscape Assessment District



CAL CLARK FARMS, INC.
PO Box 221815
Carmel, CA 93922



VESTING TENTATIVE SUBDIVISION MAP
SILVER OAKS ADDITION
COUNTY TRACT NO. 928
FOR CAL CLARK FARMS, INC.

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JOB NO.: 0606351
SHEET: 1 OF 1



AGENDA STAFF REPORT

MEETING DATE: 8/11/2020	AGENDA SECTION: 1
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SUBJECT:

(Item continued from July 14, 2020) Vesting Tentative Tract 928: A request by Cal-Clark Farms to subdivide 81.71 acres into 283 single-family residential lots, a 2.25-acre park, and a 4.94-acre basin in the R-L-5 Low-Density Residential zone district. Mitigated Negative Declaration No. 2020-22: An initial study was prepared and it was determined that the project will not result in significant impacts to the environment with the incorporation of mitigation measures; therefore, Mitigated Negative Declaration 2020-22 has been prepared. The project is located at the southeast corner of Centennial Drive and Fargo Avenue (APN 009-030-158, -005, and -115).

See staff report, attached.

FISCAL IMPACT:

ATTACHMENTS:

Staff Report Tentative Tract 928

Resolution 2020-09 TT 928

Attachment 1 - Vesting Tentative Tract 928

Attachment 2 - Mitigated Neg. Dec. 2020-22, Initial Study, Mitigation Measures

Attachment 3 - Kings Couty Community Development Agency Consultation

Attachment 4 - Comment Letter - Christine Shepard

Attachment 5 - John Zumwalt Comment Letter

**CITY OF HANFORD PLANNING COMMISSION
STAFF REPORT
Tuesday, August 11, 2020
Continued from July 14, 2020**

PROJECT: **Vesting Tentative Tract 928:** A request by Cal-Clark Farms to subdivide 81.71 acres into 283 single-family residential lots, a 2.25-acre park, and a 4.94-acre basin in the R-L-5 Low-Density Residential zone district.

Mitigated Negative Declaration No. 2020-22: An initial study was prepared and it was determined that the project will not result in significant impacts to the environment with the incorporation of mitigation measures; therefore, Mitigated Negative Declaration 2020-22 has been prepared.

LOCATION: The project is located at the southeast corner of Centennial Drive and Fargo Avenue (APN 009-030-158, -005, and -115).

PLANNER: Gabrielle de Silva, Senior Planner

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Certify Mitigated Negative Declaration No. 2020-22 for the project.
2. Adopt Resolution No. 2020-09, approving Vesting Tentative Tract 928.

RECOMMENDED MOTION

1. I move to certify Mitigated Negative Declaration No. 2020-22 for the project.
2. I move to adopt Resolution No. 2020-09, approving Vesting Tentative Tract 928.

PROJECT DESCRIPTION

Vesting Tentative Tract 928

The project is a request by Cal-Clark Farms to subdivide 81.71 acres into 283 single-family residential lots, a 2.25-acre park, and a 4.94-acre basin in the R-L-5 Low-Density Residential zone district.

See proposed subdivision – **Attachment 1.**

BACKGROUND INFORMATION

Project Location

The project is located at the southeast corner of Centennial Drive and Fargo Avenue (APN 009-030-158, -005, and -115).

Figure 1 – Aerial



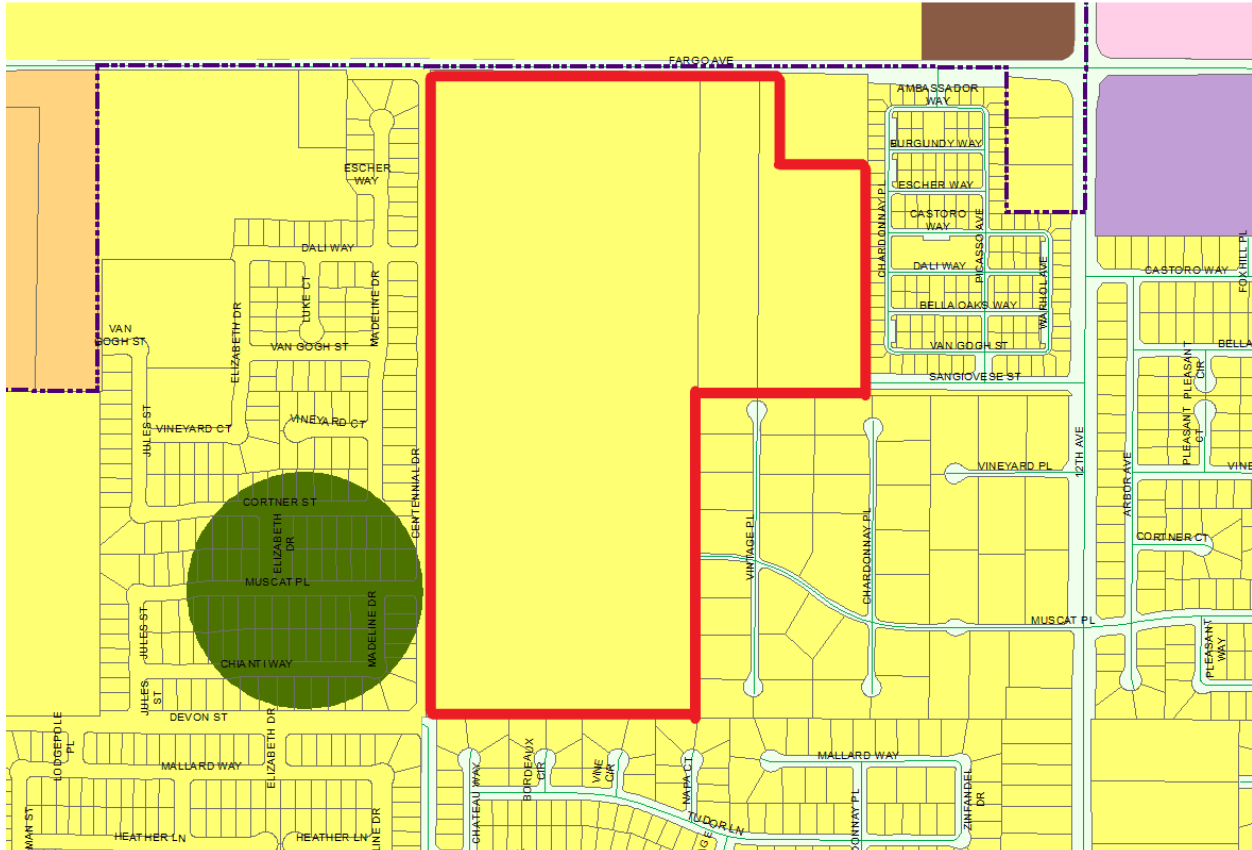
Existing Land Use

The property is comprised of agricultural land (walnuts and row crops).

General Plan and Zoning Designation

The site is designated by the General Plan as Low-Density Residential and is zoned R-L-5 Low-Density Residential, in accordance with the General Plan.

Figure 2: General Plan Designation
Low-Density Residential



Low-Density Residential

In accordance with the General Plan, the expected density range for Low-Density Residential is two to 10 units per gross acre, with an expected average of four units per gross acre. According to Land Use Policy L31, the purpose of the Low-Density Residential land use designation is to provide mainly single-family development on lot sizes typically found in urban settings. Typical uses in the Low-Density Residential land use designation 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, according to Policy L32.

R-L-5 Low-Density Residential

The property is zoned R-L-5 Low-Density Residential, 5,000 square-foot minimum lot size.

Vesting Tentative Tract 928

See proposed subdivision, attached as **Exhibit A.**

APN(s): 009-030-005, 009-030-115, and 009-030-158

Total Area: 81.71 acres

Number of Lots: 283 residential lots; 4.94-acre on-site basin, and 2.25-acre park

Number of Dwelling Units: 283 single-family residential dwelling units

Units per acre: 3.46 units per gross acre

Potential population increase: 3.11 persons per household x 283 households = 880 persons

Conformance with the R-L Low-Density Residential Zoning

Lot Area

Smallest	Largest	Average	Required in R-L-5 and R-M
6,257 sq. ft. (lot 141)	16,578 sq. ft. (Lot 110)	8,129 sq. ft.	5,000 sq. ft.

In the R-L-5 Low-Density Residential zone district, the minimum lot size shall be 5,000 square feet, except as prescribed in Section 17.10.100, which allows lot area less than 5,000 square feet with the application of various standards.

Analysis: The minimum lot size provided in Vesting Tentative Tract 928 is 6,257 square feet, which meets and exceeds the minimum lot size requirement for the R-L-5 Low-Density Residential zone district.

Lot Dimensions

Lot Frontage

In the R-L-5 Low-Density Residential zone district, the minimum lot frontage shall be 40 feet.

Analysis: There is a minimum of 40 feet of lot frontage provided for all lots within the subdivision.

Lot Width

In the R-L-5 Low-Density Residential zone district, there shall be a minimum lot width of 50 feet for interior lots and 60 feet for corner lots.

Analysis: The majority of lots in Vesting Tentative Tract 928 are 60 feet wide for interior lots and upward of 65 feet for corner lots, which meets and exceeds the standard for lot width in the R-L-5 Low-Density Residential zone district.

Lot Depth

In the R-L-5 Low-Density Residential zone district, the lot depth shall be a minimum of 90 feet.

Analysis: the majority of the residential lots provided in Vesting Tentative Tract 928 are upward of 108 feet, which meets and exceeds the lot depth requirement for the R-L-5 Low-Density Residential zone district.

Density

In accordance with the General Plan, the expected density range for Low-Density Residential is two to 10 units per gross acre, with an expected average of four units per gross acre.

Analysis: The density provided for Vesting Tentative Tract 928 is 3.46 units per gross acre, which is within the allowable density range for Low-Density Residential.

Dwelling Units per Lot

In the R-L-5 Low-Density Residential zone district, not more than one dwelling unit shall be allowed on each lot, unless approved as an accessory dwelling unit in accordance with Section 17.60.030 (accessory dwelling unit standards).

Analysis: The lots are planned for single-family residential use. Accessory dwelling units would be permissible with an administrative approval, subject to the conditions set forth in 17.60.030 of the Hanford Municipal Code.

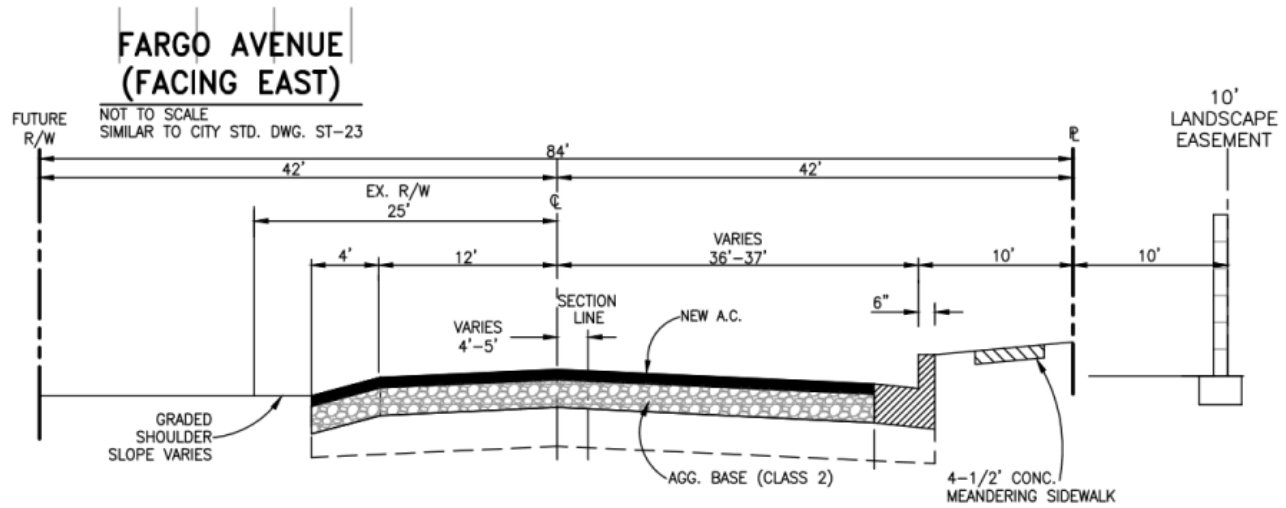
Subdivisions Improvements

Street Improvements

Street improvements will include the following:

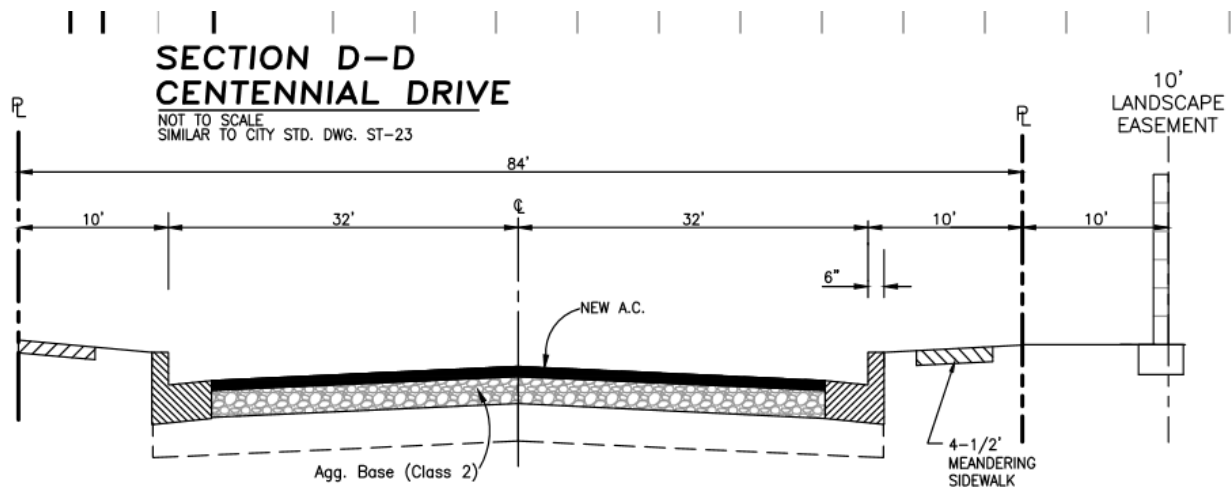
- Construction of residential streets within the subdivision to City Street Standard ST-32;
- Development of Fargo Avenue as a major collector, in conformance with City Standards ST-17 and ST-23
 - o Street improvements north of the Fargo Avenue centerline will include the construction of a minimum 12-foot travel lane, 4-foot paved shoulder, and 4-foot graded shoulder and all street signing, striping and transition paving.
 - o The developer will construct a left turn pocket at the intersection of Fargo Avenue and Centennial Drive for westbound traffic along Fargo Avenue to southbound Centennial Drive.
 - o A traffic signal is required at the intersection of Centennial Drive and Fargo Ave at the time of the construction of the development, unless a focused traffic study is conducted and the analysis determines that the traffic signal does not to meet the required warrants with the development of the subdivision.

Figure 4:
Fargo Avenue Development along Development Frontage



- Development of Centennial Drive as a major collector, in conformance with City Standards ST-17 and ST-23
 - o The developer will construct a left-turn pocket at the intersection of Fargo Avenue and Centennial Drive for northbound traffic along Centennial Drive to westbound Fargo Avenue.

Figure 5:
Centennial Drive Development along Development Frontage



- Development of W. Sangiovese Street as a minor collector street, in conformance with City Standards ST-17 and ST-26

Backup Parkway Improvements

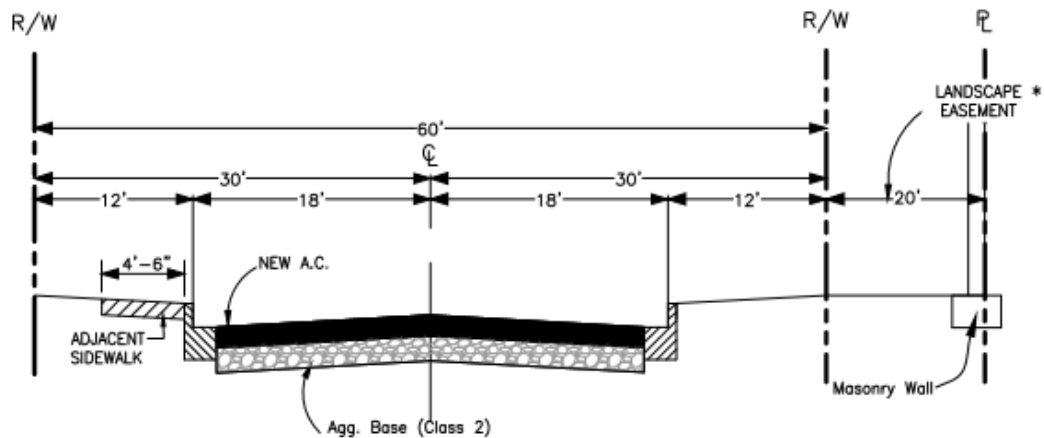
The developer will design and construct a minimum six-foot high decorative masonry block wall and landscaping/irrigation system improvements along the development frontages Centennial Drive, W. Sangiovese Street, and Fargo Avenue for lots backing onto said streets.

Figure 6:
Napa Drive Development (south of Sangiovese Street)



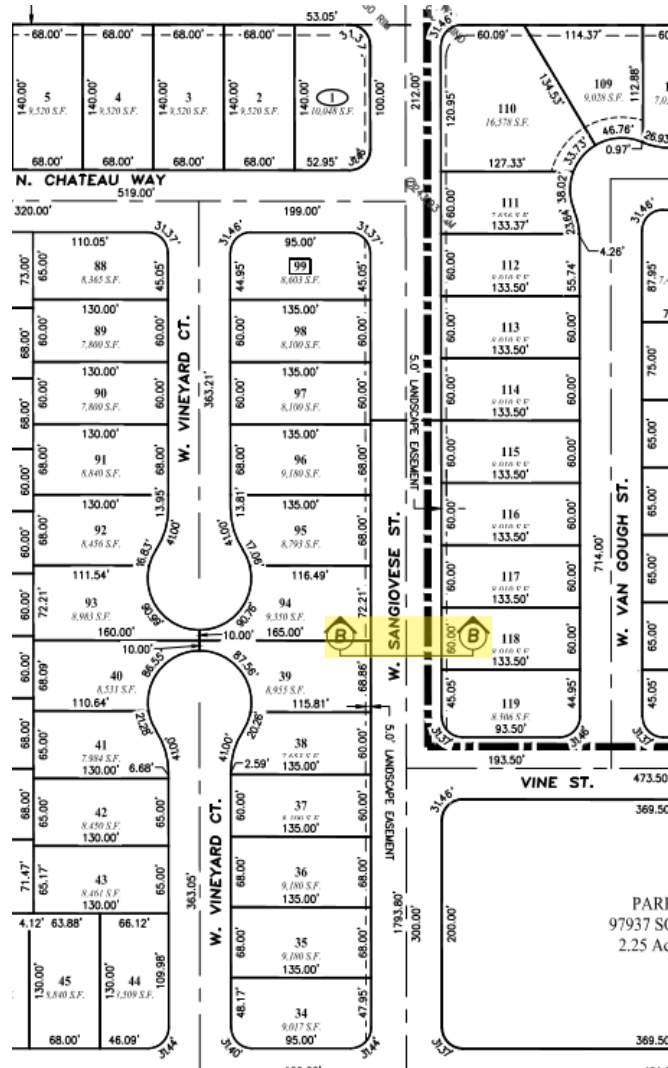
SECTION A-A
NAPA DR.

Not to Scale
Looking North (Per City Std. ST-26)

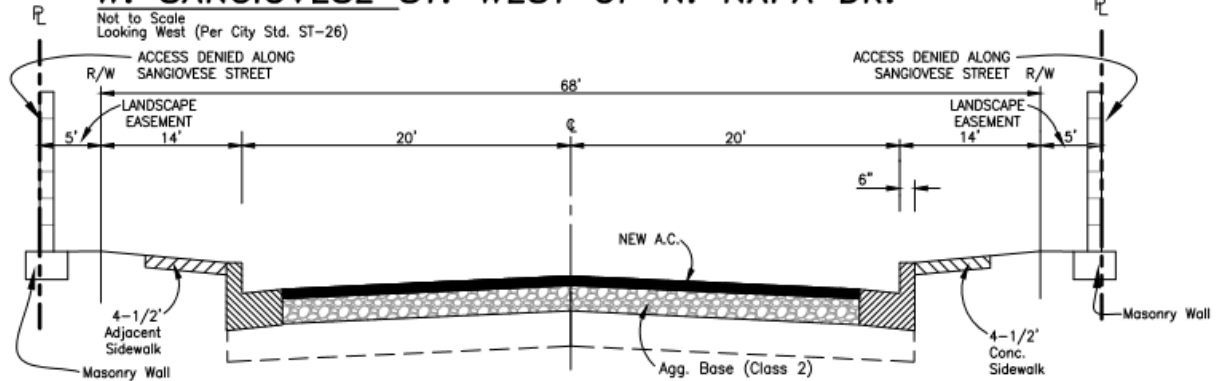


The applicant provides a masonry block wall and 20-foot landscape easement along the existing residences backing onto Napa Drive, which will be maintained by a landscape assessment district.

Figure 7:
W. Sangiovese Street (west of N. Napa Drive)

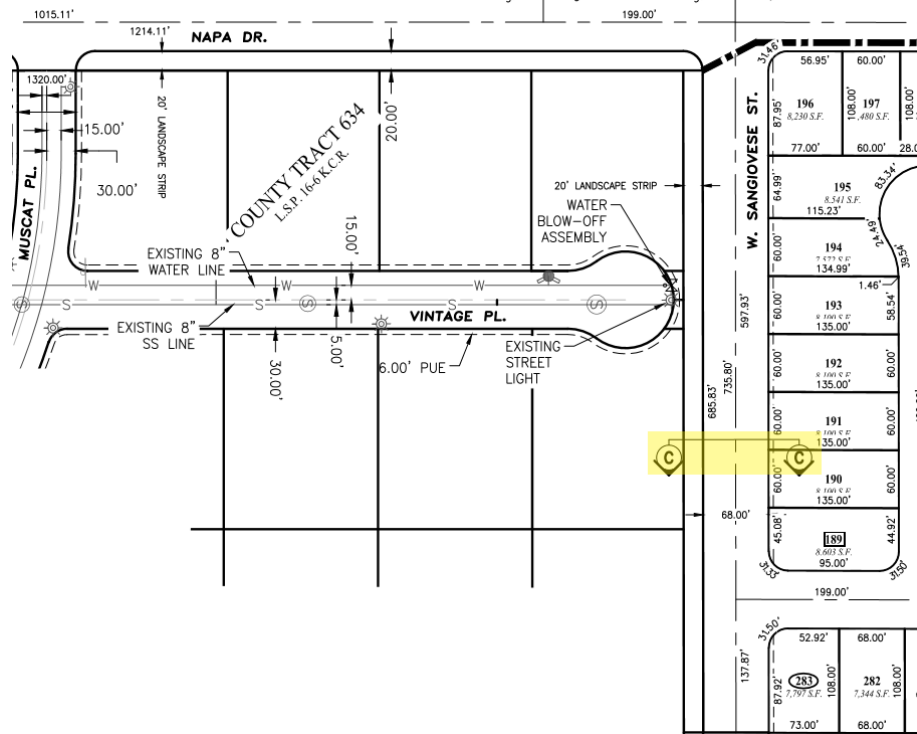


SECTION B-B
W. SANGIOVESE ST. WEST OF N. NAPA DR.



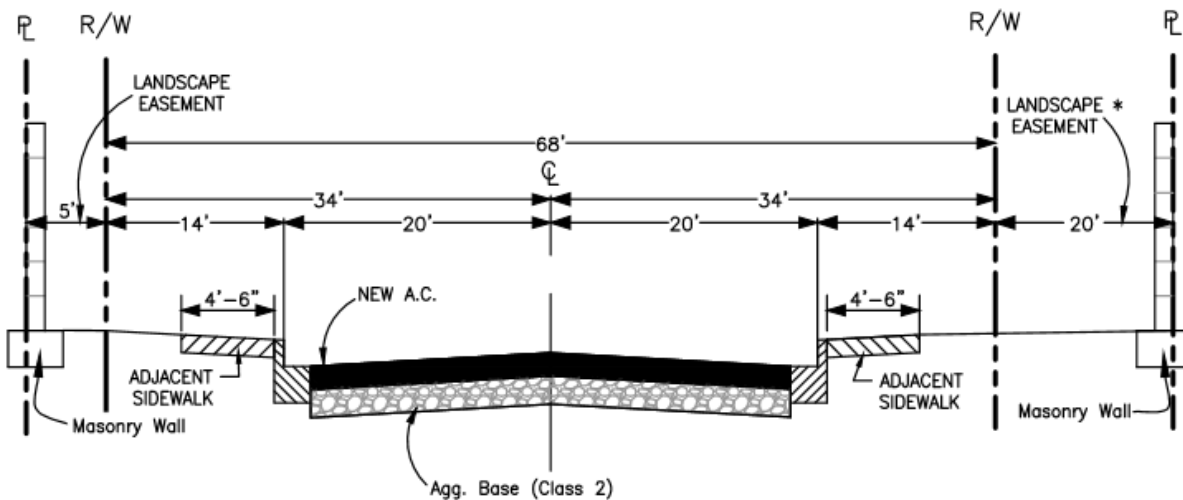
W. Sangiovese Street (west of Napa Drive) will be developed as a minor collector street with a masonry block wall on either side and a five-foot landscape easement along the rear of the properties backing onto the street.

Figure 8:
Development of W. Sangiovese Street (east of Napa Drive)



SECTION C-C W. SANGIOVESE ST. EAST OF NAPA DR.

Not to Scale
Looking East (Per City Std. ST-26)



The applicant provides a masonry block wall and 20-foot landscape easement along the development frontage of the existing residences backing onto Napa Drive. A block wall and five-foot landscape easement is also provided on the northern side of W. Sangiovese Street, east of Napa Drive.

Sewer Improvements

The developer's engineer will provide a sanitary sewer master plan, complete with calculations for the entire subdivision prior to recording a subdivision final map for the development.

Storm Drainage Improvements

The developer's engineer will provide a storm drainage master plan, complete with calculations for the entire subdivision prior to recording a subdivision final map for the development. All drainage from the subdivision will be retained in the retention basin shown on the subdivision map.

Water System

The developer's engineer will provide a Water System Master Plan, complete with calculations for the entire subdivision, prior to recording a subdivision final map for the development.

Easements and Dedications

All easements will be designated on the final subdivision map, as required by the utility companies and where needed for providing service to street lights and landscape improvements as designated by the City Public Utilities and Engineering Division. A 10-foot utility and landscape easement will be provided along Fargo Avenue and Centennial Drive. A five-foot landscape and utility easement will be provided along W. Sangiovese Street. A six-foot public utility easement will be provided along all residential streets.

Assessment District

The developer will enter into an agreement with the City for the formation of a tax assessment district for the maintenance of interior subdivision street lighting, decorative block fencing, and landscaping located along the property frontages of Centennial Drive, W. Sangiovese Street, Napa Drive, and Fargo Avenue.

Neighborhood Park

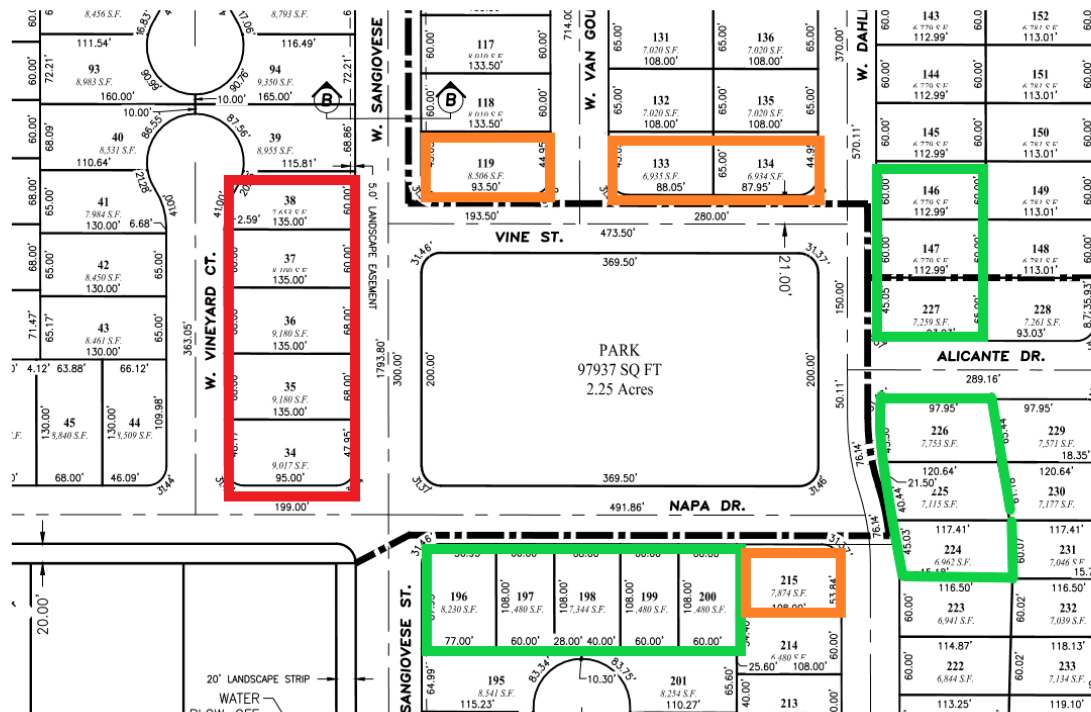
The applicant has provided a 2.25-acre neighborhood park for the subdivision. The park is a neighborhood park and features eyes-on-park development, as houses face the park from three sides, which is consistent with General Plan Policy O64.

Policy O64 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.

Analysis: There are residential streets surrounding the park. Visibility is achieved from lots facing and siding onto the streets surrounding the park.

Figure 9:
Park Visibility



Green = Lots facing the park
Orange = Lots siding onto the park
Red = Lots backing onto the park

As a condition of approval, the developer must consult with the City Parks and Recreation and Public Works staff prior to the design and construction of park facility improvements.

FINDINGS FOR APPROVAL

Tentative Tract Map 928:

Pursuant to Section 16.04.010 of the Hanford Subdivision Ordinance, Section 66474 of the Subdivision Map Act, and Hanford's Zoning Ordinance, the following findings can be made by the Planning Commission:

1. Consistency Finding:

ANALYSIS: That a consistency finding can be made, because the proposed subdivision map is consistent with the State Subdivision Map Act, General Plan, Zoning Ordinance, and Subdivision Ordinance. The subdivision is consistent with the General Plan Designation for the property, Low-Density Residential. All requirements of the R-L-5 Low-Density Residential zone district are met for lot size, frontage, width, and depth.

Compliance with the regulations set forth in the Hanford Municipal Code for the R-L-5 Low-Density Residential zone district will be a condition of approval for the subdivision.

2. Design Finding:

ANALYSIS: That the design and improvement of the subdivision is consistent with the State Subdivision Map Act, General Plan, Zoning Ordinance, and Subdivision Ordinance. The subdivision is consistent with the General Plan Designation for the property, Low-Density Residential. All requirements of the R-L-5 Low-Density Residential zone district are met for lot size, frontage, width, and depth. Compliance with the regulations set forth in the Hanford Municipal Code for the R-L-5 Low-Density Residential zone district will be a condition of approval for the subdivision.

3. Type of Development Finding:

ANALYSIS: That the site is physically suitable for the single-family residential development proposed under Tentative Tract 928. The lots proposed meet the minimum lot size of the R-L-5 Low-Density Residential Zone District. All parcels have adequate street frontage on a public street and meet the minimum depth and width required for the district.

4. Density Finding:

ANALYSIS: That a density finding can be made, because the site is physically suitable for the proposed density of development. The General Plan prescribes a density range between two and 10 units per acre, with an expected average of four units per gross acre. The project has a density of 3.46 dwelling units per gross acre.

5. Environmental Finding:

ANALYSIS: That an initial study was conducted. On the basis of the initial study, the Community Development Department has determined that the project described above would not have significant adverse impacts on the environment, with the incorporation of mitigation measures. Mitigated Negative Declaration No. 2020-22 has been prepared for the project. The initial study, Mitigated Negative Declaration No. 2020-22, and mitigation measures required of development are attached (**Attachment 2**).

6. Public Health Finding:

ANALYSIS: That the design of the subdivision and type of improvements are not likely to cause serious health problems. The City of Hanford Building Division is responsible for ensuring that future construction of the site follows adopted building codes, thus reducing exposures to accidents to the general public. Consultation was sent for Tentative Tract 928 to interested agencies, including the County Health Department, Public Works Department, Fire Department, and Building Division. Any improvements or mitigations required for public health and safety were applied to the proposal and required in the conditions of approval.

7. Improvements and Access Findings:

ANALYSIS: That the design of the subdivision and type of improvements will not conflict with easements acquired by the public at large for access through or use of the property within the proposed subdivision.

ENVIRONMENTAL ASSESSMENT

That an initial study/environmental assessment was conducted; and, on the basis on the initial study, the Community Development Department has determined that the project described above would not have significant adverse impacts on the environment, with the incorporation of mitigation measures. Mitigated Negative Declaration No. 2020-22 has been prepared for the project. The initial study, Mitigated Negative Declaration No. 2020-22, and mitigation measures required of development are attached as **Attachment 2**.

PRE-CONSULTATION

In accordance with Section 15603(g) of the California Environmental Quality Act (CEQA) Guidelines, the project proposal was forwarded to the responsible and interested agencies for early consultation. Comments were received from the following agencies:

1. Consultation from Michael Wilson with AT&T (Received May 7, 2020).
2. Consultation from Amaud Marjollet, Director of Permit Services with the San Joaquin Valley Air Pollution Control District (Received May 28, 2020).
3. Consultation from Samantha McCarthy, Cultural Specialist II with the Santa Rosa Rancheria Tachi-Yokut Tribe (Received May 29, 2020).
4. Consultation from Lorena Mendibles with the Department of Transportation (Caltrans) (Received June 1, 2020).

Responses to comments are addressed within the initial study and are as follows:

AT&T:

Consultation was received from Michael Wilson with AT&T on July 22, 2019, stating, "ATT will serve residences with conduit fiber cables. Feed from east, on n/s Devon. 13th Avenue poles to remain, or will relocate with Edison as required by City mandate. Request relocate and not underground for 13th Avenue poles."

Analysis: The comment was forwarded to the Engineering Division.

San Joaquin Valley Air Pollution Control District

Pre-consultation was received from the San Joaquin Valley Air Pollution Control District on May 28, 2020. Comments were provided, as follows:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above consisting of subdividing 81.71 acres into 340 residential lots, a park and a

basin (Project) located at the southeast corner of Centennial Drive and Fargo Avenue, in Hanford, CA. The District offers the following comments:

1. Significance Impact for Annual Criteria Pollutants Emissions – The Project specific annual emissions of criteria pollutants are not expected to exceed any of the following District significance thresholds: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5). Therefore, the District concludes that the Project would have a less than significant impact on air quality when compared to the above-listed annual criteria pollutant emissions significance thresholds.
2. District Rule 9510 (Indirect Source Review) - District Rule 9510 is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site fees. The Project may be subject to District Rule 9510 if it equals or exceeds 250 residential dwelling units and has or will receive a project level approval from a public agency. For assistance with determining if the Project is subject to Rule 9510, please call the District at (559) 230-6000 or email ISR@valleyair.org.

In the case the Project is subject to Rule 9510 an AIA application is required and the District recommends that demonstration of compliance with District Rule 9510, before issuance of the first building permit, be made a condition of Project approval. Information about how to comply with District Rule 9510 can be found online at: <http://www.valleyair.org/ISR/ISRHome.htm>. The AIA application form can be found online at: <http://www.valleyair.org/ISR/ISRFormsAndApplications.htm>.

3. District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants) - In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at: <http://www.valleyair.org/busind/comply/asbestosbultn.htm>.
4. Regulation VIII (Fugitive PM10 Prohibitions) - The Project will be subject to Regulation VIII. The project proponent is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in District Rule 8021 – Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities. Information on how to comply with Regulation VIII can be found online at: http://www.valleyair.org/busind/comply/PM10/compliance_PM10.htm
5. Other District Rules and Regulations – The above list of rules is neither exhaustive nor exclusive. For example, the Project may be subject to the following District rules, including: Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). To identify other District rules or regulations that apply to this Project or to obtain information on the District's permit requirements, such as an Authority to Construct (ATC), the Project proponent is strongly encouraged to contact the District's Small Business Assistance Office at (559) 230-5888 or e-mail SBA@valleyair.org. Current

District rules can be found online at the District's website at: www.valleyair.org/rules/1ruleslist.htm.

6. Potential Air Quality Improvement Measures - The District encourages the following air quality improvement measures to further reduce Project related emissions from construction and operation. A complete list of potential air quality improvement measures can be found online at: <http://www.valleyair.org/ceqaconnected/aqimeasures.aspx>.
 - a. Cleaner Off-Road Construction Equipment – To reduce impacts from construction related exhaust emissions, the District recommends the cleanest reasonably available off-road construction fleets, as set forth in §2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 Code of Federal Regulations.
 - b. Improve Walkability Design – This measure is to improve design elements to enhance walkability and connectivity. Improved street network characteristics within a neighborhood include street accessibility, usually measured in terms of average block size, proportion of four-way intersections, or number of intersections per square mile. Design is also measured in terms of sidewalk coverage, building setbacks, street widths, pedestrian crossings, presence of street trees, and a host of other physical variables that differentiate pedestrian-oriented environments from auto-oriented environments.
 - c. Improve Destination Accessibility – This measure is to locate the project in an area with high accessibility to destinations. Destination accessibility is measured in terms of the number of jobs or other attractions reachable within a given travel time, which tends to be highest at central locations and lowest at peripheral ones. The location of the project also increases the potential for pedestrians to walk and bike to these destinations and therefore reduces the (vehicle miles traveled) VMT.
 - d. Increase Transit Accessibility – This measure is to locate the project with high density near transit which will facilitate the use of transit by people traveling to or from the Project site. The use of transit results in a mode shift and therefore reduced VMT. A project with a residential/commercial center designed around a rail or bus station, is called a transit-oriented development (TOD). The project description should include, at a minimum, the following design features:
 - A transit station/stop with high-quality, high-frequency bus service located within a 5-10-minute walk (or roughly ¼ mile from stop to edge of development), and/or
 - A rail station located within a 20-minute walk (or roughly ½ mile from station to edge of development)
 - Fast, frequent, and reliable transit service connecting to a high percentage of regional destinations
 - Neighborhood designed for walking and cycling
 - e. Voluntary Emission Reduction Agreement - Design elements, mitigation measures, and compliance with District rules and regulations may not be sufficient to reduce project-related impacts on air quality to a less than significant level. In

such situation, project proponents may enter into a Voluntary Emission Reduction Agreement (VERA) with the District to reduce the project related impact on air quality to a less than significant level. A VERA is a mitigation measure by which the project proponent provides pound-for-pound mitigation of air emissions increases through a process that funds and implements emission reduction projects, which are administered through the District's emission reduction incentive grant programs. A VERA can be implemented to address impacts from both construction and operational phases of a project.

The District recommends that a copy of the District's comment letter be provided to the Project proponent. District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this Project. If you have any questions or require further information, please contact Carol Flores by e-mail at carol.flores@valleyair.org or by phone at (559) 230-5935. When calling or emailing the District, please reference District CEQA number 20200402.

Staff Analysis: The project will be subject to District Rule 9510, which is intended to mitigate the project's impact on air quality through design elements or payment of applicable off-site mitigation fees. An Air Impact Assessment application is required to be submitted to the SJVAPCD prior to issuance of a building permit.

The project does not propose renovation or demolition of any buildings on site, therefore, the project is not subject to District Rule 4002.

The project is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to any earthmoving activities.

A copy of the District's comments has been provided to the Project proponent. The Project proponent has been encouraged to contact the Air District's small Business Assistance Office to identify other rules and regulations the project may be subject to.

Mitigation Measures:

MM Air Quality 1: That the applicant complies with the SJVAPCDC Air Quality Plan and obtains any necessary permits through the SJVAPCD.

MM Air Quality 2: That effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and <http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf>. Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques.

MM Air Quality 3: The project is subject to District Rule 9510, which is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. The applicant is required to submit an Air Impact Assessment (AIA) application to the District prior to issuance of a building permit.

Santa Rosa Rancheria Tachi-Yokut Tribe

Consultation was received from Samantha McCarty with the Santa Rosa Rancheria Tachi-Yokut Tribe on May 29, 2020 providing the following, "Thank you for contacting the Santa Rosa Rancheria Tachi-Yokut Tribe regarding: Vesting Tentative Tract 928 APN: 009-030-158, -005, -115. Due to the location and tribal history, the Tribe is requesting to have tribal monitors out on during all ground disturbance related to the site including but not limited to: water ponds, grading, excavation, trenching, and utilities. If you have any questions or comments, please contact me directly or the Santa Rosa Rancheria Cultural Department. Thank you."

Analysis: The project will incorporate this request as a mitigation measure.

MM Cultural Resources: That tribal monitors are required during all ground disturbance activities, including but not limited to: water ponds, grading, excavation, trenching, and utilities.

Caltrans

Consultation was received from Lorena Mendibles with Caltrans on June 1, 2020:

Thank you for the opportunity to review the Tentative Tract Map #928. The application includes a request to subdivide 81.71 acres into 340 residential lots, a park, and a basin. The project is located at the southeast corner of Centennial Drive and Fargo Avenue in the City of Hanford in Kings County.

Caltrans provides the *following comments* consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

1. According to the ITE Trip Generation 9th Ed. (Land Use 210), the project is estimated to generate approximately 340 trips during the afternoon peak-hour period and would have an impact to the surrounding area. State Route (SR) 198 at 12th Avenue interchange has been recently reconstructed for capacity improvement. The project was funded by the Regional Improvement Program and is currently in the Closeout phase.
2. It is expected that a portion of the trips generated by this development would utilize the SR 43 intersection at Fargo Avenue. This is a skewed two-way stop control intersection, in which Caltrans has identified a need to construct left turn channelization on SR 43, and previous traffic studies have identified a need to signalize the intersection. Signalization would require realignment of Fargo Avenue to modify the skew angle. The developer to contribute its fair share to fund the future infrastructure in this area due to the continuous development within the vicinity.
3. Given the previously mentioned information regarding the intersections of SR 198/12th Avenue and SR 43/Fargo Avenue, the applicant should provide a trip distribution/trace of the projects' projected peak hour traffic trips to determine the extent of the projects' impact on State facilities. The trip distribution/trace should be completed and submitted to this office prior to any analysis for a traffic impact study to determine if further analysis will be needed on State facilities.
4. Alternative transportation policies should be applied to the development. An assessment of multi-modal facilities should be conducted to develop an integrated multi-modal transportation

system to serve and help alleviate traffic congestion caused by the project and related development in this area of the City. The assessment should include the following:

- a. Pedestrian walkways should link this proposal to an internal project area walkway, transit facilities, as well as other walkways in the surrounding area.
- b. The project should consider bicycles as an alternative mode of transportation and offer internal amenities to encourage bicycle use which should include parking, security, lockers and showers. However, internal bicycle paths should be coordinated with local and regional pathways to further encourage the use of bicycles for commuter and recreational purposes.
- c. If transit is not available within ¼-mile of the site, transit should be extended to provide services to what will be a high activity center.

Staff Analysis: The intersection of State Route 43 and Fargo Avenue is in the City's impact fee program (partial). Payment of circulation impact fees for this project will share their pro-rata share of the impact to the intersection.

The project will be developed consistent with the Pedestrian and Bicycle Master Plan, which incorporates pedestrian and bicycle facilities.

The City of Hanford has consulted with Kings Area Rural Transit (KART) but not received a response regarding a transit stop for this project.

CONSULTATION

On June 29, 2020, staff forwarded a consultation notice to the interested agencies, in accordance with Public Resources Code Section 21081.6. One response was received from the following:

1. Consultation from Renee Creech with the Hanford Joint Union High School District (Received July 1, 2020).
2. Consultation from Victor Hernandez with Kings County Community Development Agency (Received July 6, 2020) – **Attachment 3**

Hanford Joint Union High School District

On July 6, 2020, Renee Creech provided the following comment in response to consultation for the project, "This project is another housing development in our school boundary that is already impacted. This causes issues for traffic, transportation, and classroom housing of students and faculty.

Staff Analysis: The City's role in development and managing school sites and programs is limited. The various school districts truly govern where a new school site would be located and when it would be necessary to construct or expand facilities, in order to adequately accommodate population growth. Elected governing school boards are responsible for budgeting and decision-making and the State Department of Education establishes school site and construction standards. The General Plan provides policy which focuses on collaboration with school districts

in determining new school locations and utilizing school facilities for general public needs. School districts would be able to utilize the General Plan, along with other plans, standards, and codes, to establish new school sites and to make decisions on school amenities and cohesiveness with the surrounding area. The development will be subject to School Impact fees, in order to mitigate the effect of the project on schools.

Impacts to traffic and transportation are addressed through street development and design and through the payment of traffic impact fees.

Kings County, Community Development Agency

Consultation was received from Victor Hernandez with Kings County Community Development Agency on July 6, 2020, providing the following:

Thank you for the opportunity to comment and review Tentative Tract Map No. 928 with the City of Hanford.

The property involved in the project is within the City of Hanford and is near the unincorporated area of Kings County, to the north of the subject property, the zoning is Limited Agricultural (AL-10).

The Kings County Board of Supervisors has adopted a “*Right to Farm*” Ordinance which among other things declares that normal and usual farming operations and activities are not a nuisance. The ordinance requires that in unincorporated areas activities such as rezoning, land divisions, zoning permits, building permits (for new residences), and transfers of property must be accompanied by recording of a notice and disclosure statement. A copy of the County’s “*Right to Farm*” Ordinance, which applies to the unincorporated area of the County, is provided for your information.

Neighboring residents should be prepared to inherent and potential inconveniences and discomforts often associated with normal and usual agriculture activities and operations. They should also be aware that the County will not take any nuisance abatement actions against any normal and usual farming operations.

Staff Analysis: Impacts to agricultural resources were addressed in the initial study. As a mitigation measure and condition of approval for the project, a right-to farm provision shall be recorded with the recording of the final subdivision map to insure that future residents of the homes in the project area are aware of the adjacent agricultural uses and their right to continue to operate.

PUBLIC COMMENTS

Noticing of the project was published in the newspaper on June 19, 2020 and mailed to property owners within 300 feet of the project site on June 18, 2020. The initial study and notice of intent to adopt a mitigated negative declaration was made available to the public for a 20-day comment period, from June 19 to July 9, 2020.

Two public comments have been received:

- Christine Shepard on July 6, 2020 – **Attachment 4**

- John Zumwalt on August 6, 2020 – **Attachment 5**

Christine Shepard:

In the letter, Ms. Shepard requests the park provided in the subdivision be developed as a dog park. Staff alerted Ms. Shepard that during the Tentative Tract entitlement phase only the size and location of the park would be addressed and the design/amenities of the park would be addressed by the Parks and Community Services and Public Works Department at a later date. Staff has forwarded the comments to the Parks and Community Services Director, Bradly Albert.

John Zumwalt:

The applicant's engineer, Mr. Zumwalt, discusses the subdivision's connection to Muscat Place, as shown on the subdivision map, and the way the subdivision was designed to reduce impact to the existing Vintage Estate development.

RECOMMENDATION

Staff recommends that the Planning Commission:

1. Certify Mitigated Negative Declaration No. 2020-22 for the project.
2. Adopt Resolution No. 2020-09, approving Vesting Tentative Tract 928.

Applicant/Owner:

Cal-Clark Farms
P.O. Box 22185
Carmel, CA 93922

RESOLUTION 2020-09

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD APPROVING VESTING TENTATIVE TRACT 928, A REQUEST BY CAL-CLARK FARMS TO SUBDIVIDE 81.71 ACRES INTO 283 SINGLE-FAMILY RESIDENTIAL LOTS, A 2.25-ACRE PARK, AND A 4.94-ACRE BASIN IN THE R-L-5 LOW-DENSITY RESIDENTIAL ZONE DISTRICT. THE PROJECT IS LOCATED AT THE SOUTHEAST CORNRE OF CENTENNIAL DRIVE AND FARGO AVENUE (APN 009-030-158, -005, AND 115).

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on August 11, 2020, by motion of Commissioner _____, and seconded by Commissioner _____, and duly carried, the following resolution was adopted:

WHEREAS, Tentative Subdivision Map No. 928, filed by Cal-Clark Farms, a request to subdivide 81.71 acres into 283 single-family residential lots, a 2.25-acre park, and a 4.94-acre basin in the R-L-5 Low-Density Residential zone district, as shown in **Exhibit A**, has been reviewed by the Planning Commission of the City of Hanford, in accordance with Title 16 of the Hanford Municipal Code; and

WHEREAS, the project is located at the southeast corner of Centennial Drive and Fargo Avenue (APN 009-030-158, -005, and -115); and

WHEREAS, the Planning Commission has carefully considered recommendations and testimony presented at the public hearing of August 11, 2020 and

WHEREAS, all affected public utility companies, various governmental department agencies, and the Planning Commission staff have given careful consideration to this tentative subdivision map and have made recommendations thereon; and

WHEREAS, the Initial Study, Mitigated Negative Declaration No. 2020-22, and all notices related thereto were prepared in compliance with the California Environmental Quality Act (CEQA) and the City of Hanford Municipal Code and Policies; and

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission hereby finds that no significant environmental impacts would result from the proposed project with the incorporation of mitigation measures, adopt a Mitigation Monitoring and Reporting Program, attached as **Exhibit B**, and certify that Mitigated Negative Declaration No. 2020-22 was prepared consistent with CEQA and City of Hanford Environmental Guidelines.

BE IT FURTHER RESOLVED, that the Planning Commission has made the following findings pursuant to Section 16.04.010 of the Hanford Subdivision Ordinance, Section 66474 of the Subdivision Map Act and Hanford's Zoning Ordinance:

1. Consistency Finding:

ANALYSIS: That a consistency finding can be made, because the proposed subdivision map is consistent with the State Subdivision Map Act, General Plan, Zoning Ordinance, and Subdivision Ordinance. The subdivision is consistent with the General Plan Designation for the property, Low-Density Residential. All requirements of the R-L-5 Low-Density Residential zone district are met for lot size, frontage, width, and depth.

Compliance with the regulations set forth in the Hanford Municipal Code for the R-L-5 Low-Density Residential zone district will be a condition of approval for the subdivision.

2. Design Finding:

ANALYSIS: That the design and improvement of the subdivision is consistent with the State Subdivision Map Act, General Plan, Zoning Ordinance, and Subdivision Ordinance. The subdivision is consistent with the General Plan Designation for the property, Low-Density Residential. All requirements of the R-L-5 Low-Density Residential zone district are met for lot size, frontage, width, and depth. Compliance with the regulations set forth in the Hanford Municipal Code for the R-L-5 Low-Density Residential zone district will be a condition of approval for the subdivision.

3. Type of Development Finding:

ANALYSIS: That the site is physically suitable for the single-family residential development proposed under Tentative Tract 928. The lots proposed meet the minimum lot size of the R-L-5 Low-Density Residential Zone District. All parcels have adequate street frontage on a public street and meet the minimum depth and width required for the district.

4. Density Finding:

ANALYSIS: That a density finding can be made, because the site is physically suitable for the proposed density of development. The General Plan prescribes a density range between two and 10 units per acre, with an expected average of four units per gross acre. The project has a density of 3.46 dwelling units per gross acre.

5. Environmental Finding:

ANALYSIS: That an initial study was conducted. On the basis of the initial study, the Community Development Department has determined that the project described above would not have significant adverse impacts on the environment, with the incorporation of mitigation measures. Mitigated Negative Declaration No. 2020-22 has been prepared for the project.

6. Public Health Finding:

ANALYSIS: That the design of the subdivision and type of improvements are not likely to cause serious health problems. The City of Hanford Building Division is responsible for ensuring that future construction of the site follows adopted building codes, thus reducing exposures to accidents to the general public. Consultation was sent for Tentative Tract 928 to interested agencies, including the County Health Department, Public Works Department, Fire Department, and Building Division. Any improvements or mitigations required for public health and safety were applied to the proposal and required in the conditions of approval.

7. Improvements and Access Findings:

ANALYSIS: That the design of the subdivision and type of improvements will not conflict with easements acquired by the public at large for access through or use of the property within the proposed subdivision.

THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Hanford hereby approves Vesting Tentative Tract 928, subject to the conditions of approval, attached as **Exhibit C**, and the following:

1. That this tentative subdivision map becomes null and void after 24 months has elapsed from the date of approval, if the above conditions have not been satisfied or bonded for, and a final map recorded. A time extension may be granted by the Commission upon written request by the applicant. The time extension, if approved, will be subject to the improvement standards and fees in effect at the time the extension for the tentative subdivision map is granted.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Hanford by the following vote:

AYES: Commissioners
 NOES: Commissioners
 ABSTAIN: Commissioners
 ABSENT: Commissioners

STATE OF CALIFORNIA)
 COUNTY OF KINGS)ss
 CITY OF HANFORD)

I, **DARLENE R. MATA** Secretary of the Planning Commission of the City of Hanford, do hereby certify the foregoing Resolution was duly passed and adopted by the Planning Commission of the City of Hanford at a regular meeting thereof held on the 11th day of **August**, 2020.

Darlene R. Mata, Community Development Director
 Secretary of the Planning Commission

Tentative Tract 928

Exhibit A:
Tentative Tract Map 928

Attachment: Attachment 4 - Previous Planning Commission Staff Report (CD: Appeal No. 2020-01 TT 928)

Tentative Tract 928

Exhibit B:
Mitigation Monitoring and Reporting Program

Attachment: Attachment 4 - Previous Planning Commission Staff Report (CD: Appeal No. 2020-01 TT 928)

Tentative Tract 928
Mitigation Measures
Mitigated Negative Declaration 2020-22

Mitigation Number	Potential Impact	Mitigation Measure	Responsible Party
AESTHETICS			
MM Aesthetics 1	The project could substantially degrade the existing visual character or quality of the site and its surroundings?	That the applicant develop the project consistent with the General Plan, Hanford Municipal Code, and Tree Ordinance.	Developer
MM Aesthetics 2	The project may create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	That the development comply with the Hanford Municipal Code Section 17.50.140 Outdoor Lighting Standards and the California Building Code for outdoor lighting standards.	Developer
AGRICULTURE RESOURCES			
MM Agriculture Resources 1	The project will convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	That a right-to-farm provision be recorded with the recording of the final subdivision map(s) to insure that future residents of the homes in the project are aware of the adjacent agricultural uses and their right to continue to operate.	City to require

AIR QUALITY			
MM Air Quality 1	The project may conflict with or obstruct implementation of the applicable air quality plan?	That the applicant complies with the SJVAPCDC Air Quality Plan and obtains any necessary permits through the SJVAPCD.	Developer to file application with San Joaquin Valley Air Pollution Control District
MM Air Quality 2	The project could potentially violate any air quality standard or contribute substantially to an existing or projected air quality violation?	That effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf . Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques.	Developer
MM Air Quality 3	The project could potentially result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	The project is subject to District Rule 9510, which is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. The applicant is required to submit an Air Impact Assessment (AIA) application to the District prior to issuance of a building permit.	Developer
CULTURAL RESOURCES			
MM Cultural Resources 1	The project could potentially cause a substantial adverse change in the	That tribal monitors are required during all ground disturbance activities, including but not limited to: water ponds, grading, excavation, trenching, and utilities.	Developer to coordinate with the Tachi Yokut Tribe;

	significance of an archeological resource pursuant to Public Resources Code 15064.5? The project could potentially disturb human remains, including those interred outside of formal cemeteries?		Developer or representative to notify archeologist or coroner of discovery (if uncovered)
MM Cultural Resources 2	The project could potentially cause a substantial adverse change in the significance of an archeological resource pursuant to Public Resources Code 15064.5? The project could potentially disturb human remains, including those interred outside of formal cemeteries?	That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities.	Developer to coordinate with the Tachi Yokut Tribe; Developer or representative to notify archeologist or coroner of discovery (if uncovered)
GEOLOGY AND SOILS			
MM Geology 1	That the project may expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving: - strong seismic ground shaking; - seismic-related ground failure, including	That the development of the project complies with the applicable General Plan policies, as well as the California Building Code.	City of Hanford must ensure conditions are set forth to mitigate impacts; Developer to comply with standards

	liquefaction, - landslides. The project may be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site landslide, lateral spreading, subsidence, liquefaction or collapse?		
MM Geology 2	That the project may expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving: - strong seismic ground shaking; - seismic-related ground failure, including liquefaction, - landslides. The project may be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site landslide, lateral spreading, subsidence, liquefaction or collapse?	That a geotechnical and soil studies be prepared as a required by the Building Official (if applicable).	Building Official to require; developer to conduct study
MM Geology 3:	That the project could result in substantial soil erosion or the loss of	That the physical development of the project comply with the Hanford Municipal Code Section 15.52 Flood Damage Prevention Regulation and the California Building Code, along with the plan check and development	City to require; developer to comply

	topsoil?	review process.	
HAZARDS AND HAZARDOUS MATERIALS			
MM Hazards 1	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	If hazardous materials at or above threshold reporting quantities (55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a gas) will be kept on site during the construction phase, a Hazardous Materials Business Plan must be filed online at http://cers.calepa.ca.gov within 30 days of beginning operations. Hazardous materials are broadly defined, and include fuel, lubricants, antifreeze, motor vehicle batteries, welding gases, paints, solvents, glues, agricultural chemicals, etc. Please contact our office if you require assistance with the online registration process. Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact the Kings County Environmental Health Department at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation.	Developer
MM Hazards 2	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? That the project could create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact our office at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation.	Developer
HYDROLOGY AND WATER QUALITY			

MM Hydrology 1 & 2 The project could potentially violate water quality standards or waste discharge requirements. That the project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	The project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted	1) All new development that disturbs more than one acre is required to comply with the General Permit Order No. 2012-006-DWQ during construction. Proponents of new development would have to develop and implement a stormwater pollution prevention plan (SWPPP) that specifies best management practices (BMPs) to prevent construction pollutants from contacting stormwater, with the intent of keeping all products of erosion from moving off-site and into receiving waters; eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States; and inspect all BMPs; 2) New development would be required to implement appropriate minimum control measures (MCMs) and design standards in compliance with Phase II General Permit, as outlined in the Stormwater Management Plan, as well as the City's grading plan and site development requirements.	City to require; Developer to provide
MM Hydrology 3	New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate best management practices/design standards.	City to require; Developer to provide	City to require; Developer to provide

	runoff?		
MM Hydrology 4	Otherwise substantially degrade water quality?	New development would have to incorporate best management practices and adhere to design standards to maximize the reduction of pollutant loadings in runoff to the maximum extent practical.	City to require; Developer to provide
NOISE			
MM Noise 1:	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Comply with applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the greatest extent feasible.	Residents and developer; Police to enforce
MM Noise 2 & 3:	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? The project could cause a substantial temporary or periodic increase in ambient noise levels existing without the project?	Construction is limited to the hours of 7 a.m. to 10 p.m.	Developer; Police to enforce

PUBLIC SERVICES			
MM Public Services 1	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Fire)	That the development of the project will be subject to Fire Impact Fees.	Developer to pay
MM Public Services 2	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Police)	That the development of the project will be subject to Police Impact Fees.	Developer to pay
MM Public Services 3	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Schools)	That the development of the project will be subject to School Impact Fees.	Developer to pay
MM Public Services 4	The project may result in substantial adverse	That the development of the project will be subject to Park Impact Fees, or provision of park space.	Developer to pay

	physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Parks)		
RECREATION			
MM Recreation 1	The project would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? The project includes recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	1. That the development of the project will be subject to Park impact fees, or provision of park space. 2. That the park be developed according to the conditions set forth by the Public Works Department.	Developer to pay; City to require
MM Recreation 2	The project would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be	1. That the development of the project will be subject to Park impact fees, or provision of park space. 2. That the park be developed according to the conditions set forth by the Public Works Department.	Developer to pay; City to require

	accelerated? The project includes recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?		
TRANSPORTATION/TRAFFIC			
MM Transportation/Traffic 1	The project may conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	1. That the development is subject to traffic impact fees. 2. Conditions of the development include: Street Improvements: 1. That all improvements consisting of sanitary sewers, storm sewers, water mains, concrete curbs, gutters, sidewalks, street lights, landscaping, street sub-grading, surfacing and striping and all other improvements shall be installed in accordance with Chapter 16.24, "Improvements", of the Hanford Municipal Code and this resolution pertaining to subdivision improvements in effect at the time of filing the tentative subdivision map. 2. That all streets within the subdivision shall be developed to residential street standard ST-32, except the following: (a) Fargo Avenue shall be developed as a major collector street along the entire development frontage. All improvements shall be constructed in conformance with City Standards ST17 and ST-23 and as follows: (1) Traffic index used for the design of street structural section shall be a minimum of 10.0. (2) A geotechnical report shall be submitted to the City Engineer identifying the existing structural section thickness of Fargo Avenue, along the entire development	City to require; developer to provide

frontage, concurrent with the submittal of development improvement plans. Reconstruction of Fargo Avenue, along the entire development frontage will be required if the existing street structural section does not conform to City Standards and Specifications.

(3) Street improvements south of the Fargo Avenue centerline shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required. The installation of raised concrete median in Fargo Ave is not required.

(4) Street improvements north of the Fargo Avenue centerline shall include, but not be limited to, the construction of a minimum 12-foot travel lane, 4-foot paved shoulder, and 4-foot graded shoulder, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required. The installation of raised concrete median in Fargo Ave is not required.

(5) Developer shall attempt to acquire additional street right-of-way along the "Not a Part" frontage of Fargo Ave in accordance with Section 66462.5 of the Subdivision Map Act. The additional street right-of-way is necessary to facilitate street widening improvements along the entire development frontage of Fargo Ave. If Developer is unsuccessful, City will attempt to acquire the right-of-way.

b) Centennial Drive shall be developed as a major collector street, along the development frontage of the subdivision. All improvements shall be constructed in conformance with City Standards ST-17 and ST-23, and as follows:

1) Traffic index used for the design of street structural section shall be a minimum of 7.0.

		2) Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required. (Raised median island not required). 3) Developer shall construct a left turn pocket at the intersection of Fargo Ave and Centennial Drive for westbound traffic along Fargo Ave. c) W. Sangiovese Street shall be developed as a minor collector street, along the development frontage of the subdivision. All improvements shall be constructed in conformance with City Standards ST-17 and ST-26, and as follows: 1) Traffic index used for the design of street structural section shall be a minimum of 6.0. 2) Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, street paving, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required. 3. That street lights shall be installed throughout the subdivision in conformance with City Standard GE-56 and Southern California Edison requirements. Street lights shall be located as designated by City Engineer. 4. That a traffic signal be installed at the intersection of Centennial Drive and Fargo Ave at the time of the construction of the development unless a focused traffic study is conducted and the analysis determines that the traffic signal does not to meet the required warrants with the development of the subdivision. 5. That the developer shall attempt to acquire additional street right-of-way along the "Not a Part" frontage and make street
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		improvements. City to reimburse for offsite right-of-way and improvement cost. 6. That development is subject to a transportation mitigation impact fee as required by City Municipal Code section 15.48 and any revisions thereof. Developer shall be entitled to a credit towards their development impact fee for permanent street improvements constructed by developer within Fargo Ave, consisting of curb & gutter, street striping, signing and street paving from gutter lip to edge of the existing Fargo Ave street sections. If applicable, developer may also be entitled to credit towards impact fees for supplemental transportation capacity improvements to the existing Fargo Ave street section. Transitional paving improvements beyond the development limits, that are not considered to be a permanent improvement and the reconstruction of the existing Fargo Ave street section, if required, will not be subject to a credit. Developer shall submit competitive bid proposals to substantiate the cost of reimbursable items for City Public Works Department review and approval prior to beginning construction. All documentation materials submitted for reimbursement consideration shall be well organized and tabulated for convenient reference by Public Works' staff. Improvement quantities and costs proposed for reimbursement must be clearly identified in the documentation provided, and not combined or aggregated with non-reimbursable subdivision improvement costs. Appropriate graphic exhibits referenced to the subdivision improvement plans shall also be provided as needed to facilitate the reimbursement review process.	City to require; developer to provide
MM Transportation/Traffic 2	The project may conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management	That the development is subject to traffic impact fees.	

	agency for designated roads of highways?		
MM Transportation/Traffic 3	The project may conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	That the development is subject to traffic impact fees.	City to require; developer to provide
UTILITIES AND SERVICE SYSTEMS			
MM Utilities 1	Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Conditions of approval for storm drainage is as follows: 1. That the developer's engineer shall provide a storm drainage master plan complete with calculations for the entire subdivision for City Public Utilities and Engineering Department review and approval prior to recording a subdivision final map for the development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision. 2. That all drainage from proposed development shall be retained in retention drainage basin located as shown on the tentative subdivision map. The basin expansion shall be constructed in conformance with City Standards and the entrance to the basin shall be relocated to N. Mustang Drive. 3. That developer shall be required to comply with State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.	City to require and ensure compliance; developer to provide
MM Utilities 2	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	That the future development would be required to implement water conservation measures.	City to require and ensure compliance; developer and future occupants to adhere

MM Utilities 3	Would the project comply with federal, state, and local statutes related to solid waste?	That the future project be required to comply with all statutes and regulations related to solid waste.	City to require; developer to provide
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Tentative Tract 928

Exhibit C:
Conditions of Approval

Attachment: Attachment 4 - Previous Planning Commission Staff Report (CD: Appeal No. 2020-01 TT 928)

PLANNING DIVISION
SITE PLAN REVIEW COMMENTS

TENTATIVE TRACT NO. 928

CONTACT: Gabrielle Myers, Senior Planner: (559) 585-2578

General Plan Designation: Low-Density Residential

Zoning: R-L-5 Low-Density Residential

Other Special Districts: N/A

Planning Division Recommendation ☒ Revise and Proceed ☐ Resubmit

General Requirements:

- ☒ That the applicant hereby agrees to hold the City of Hanford and all of its departments, officers, agents, and employees free and harmless of and from all claims of any kind or nature arising out of or by reason of the approval of this project.
- ☒ That approval of this project does not exempt compliance with all applicable sections of the Uniform Fire and Building Codes, Zoning Ordinance, Public Works Improvement Standards, and other City Ordinances.
- ☒ That the final map be submitted to the City Engineer and Community Development Department for compliance with the Tentative Subdivision Map approval prior to recording the final map.
- ☒ That all conditions of approval listed in this resolution by the City of Hanford be contained in the line drawing submitted for building permits.
- ☒ That in accordance with Title 16 of the Hanford Municipal Code, all conditions of this subdivision listed herein, and contained in subsequent improvement agreements, excluding the landscape district, must be completed and accepted for maintenance by the City Council prior to the final building inspection and occupancy permits being issued for the first house in the subdivision.
- ☒ That Vesting Tentative Tract 928 be developed consistent with the approved tentative tract map, attached as **Exhibit A**.
- ☒ That the tentative tract is subject to the mitigations cited in the Mitigation Monitoring and Reporting Program, attached as **Exhibit B (to be developed as part of the environmental review of the project)**.

Right-to-Farm:

- ☒ Notwithstanding any other provision in this Chapter, agricultural operations are the principal and favored use of land in the areas of Kings County designated "Agricultural" in the Kings County General Plan and included in the agricultural zone districts of the Kings County zoning

ordinance. In order to implement Policy LU 8.2 and Program LU 8.2-A of the city of Hanford General Plan, there is hereby adopted in the city of Hanford a policy to (1) protect agricultural land, operations, and facilities from conflicting use due to the encroachment of incompatible, non-agricultural uses of the land in agricultural areas of the county, and (2) to advise developers, owners, and subsequent purchasers of property in the city of Hanford within one (1) mile of the city's urban limit line of the inherent potential inconveniences and discomforts often associated with agricultural activities and operations, including, but not limited to, equipment and animal noise; farming activities conducted on a 24-hour a day, 7-days a week basis; odors from manure, fertilizers, pesticides, chemicals, or other sources; the aerial and ground application of chemicals and seeds; dust; flies and other insects; and smoke from agriculture operations.

- ☒ That no lawfully established and otherwise lawful agricultural activity, operation, or facility, or appurtenances thereto, conducted or maintained for commercial agricultural purposes in a manner consistent with proper and accepted customs and standards as established and followed by similar agricultural operations in the same locality, shall be or become a nuisance, private or public, due to any changed condition in or about the locality, including, but not limited to, the encroachment of non-agricultural uses such as residences.
- ☒ In order to carry out the goals and policies of the city of Hanford General Plan, and the provisions of this chapter, the following notices and disclosures shall be required:
- ☒ All approvals for improvement or development of property including without limitation application for rezonings, land divisions, zoning permits, and residential building permits, on property in the city of Hanford within one (1) mile of the city's urban limit line, shall include a condition that notice and disclosure of this agricultural land use policy be given by the applicant, or the owner if different from the applicant. The applicant, or owner if different from the applicant, shall also acknowledge the contents of the notice and disclosure, which includes a description of the property the notice and disclosure pertains to, in the Official Records of the Kings County Recorder, and recorded at the applicant's own expense.

Zoning:

- ☒ That all requirements of the R-L-5 Low-Density Residential district shall apply.

Dwelling Units per Lot (Section 17.10.050)

- ☒ That not more than one dwelling unit shall be allowed on each lot, unless approved as an accessory use to an allowed or approved conditional use, or approved as an accessory dwelling unit, in accordance with Section 17.60.030 of the Hanford Municipal Code.

Coverage (Section 17.10.060)

- ☒ That the maximum overage shall be determined by the combined building setback requirements, accessory structure limitations, and off-street parking requirements.

Building Setback Area (Section 17.10.070)

- ☒ That no structure shall be placed within a building setback area.
- ☒ The front building setback area shall be 15 feet from the front lot line for livable space and 20 feet for garages, carports, and other non-livable building space.
- ☒ That the rear building setback shall be 15 feet from the rear lot line, except where there is a landscape easement with a wall or fence on the rear of the lot, then the rear building setback shall be 20 feet.
 - ☒ The rear building setback area shall be increased by 10 feet for buildings over one-story high.
- ☒ That where there is a landscape easement with a wall or fence on the street side of the lot the side yard setback area shall be measured from the easement area instead of the side lot line.

Distance between Structures (Section 17.10.080)

- ☒ The minimum distance between structures shall be 10 feet, except as provided by the building code.

Height of Structures (Section 17.10.090)

- ☒ The maximum structure height shall be 35 feet.

Driveways (Section 17.10.110)

- ☒ That the width of a driveway and any paved area shall not cumulatively exceed 40% of the width of the lot's street frontage on which the driveway and any paved area faces. In the case of "L" or "U" shaped driveways or other configurations besides perpendicular driveways, the paved area of these driveways shall not exceed 50% of the front building setback area.
- ☒ That on corner lots, the driveway shall be located on the side of the lot adjacent to the interior lot line.
- ☒ That on key lots, the driveway shall be located on the side of the lot, which is not adjacent to the rear lot line of the adjacent reverse corner lot.

Usable Open Space (Section 17.10.150)

- ☒ That each lot shall provide for a usable open space area of a minimum 400 feet that is a minimum 15 feet wide.

Landscaping (Section 17.10.160)

- ☒ That landscaping be provided in accordance with Section 17.52 Landscape Standards of the Hanford Municipal Code.
- ☒ That except for driveways and approved parking areas all yard areas and setback areas visible from the street shall be landscaped with live plant materials and ornamentation

common to the Hanford area or up to 100% of the yard and setback area may be landscaped with artificial turf and other permeable surfaces.

- ☒ That two street trees, a minimum 15 gallon size, shall be planted on all lots 6,000 square feet or greater. One of the two shall be planted 12 feet (no greater or no less) from the face of the front lot line street curb.
- ☒ That one street tree, a minimum 15 gallon size, shall be planted on all lots less than 6,000 square feet. The tree shall be planted in the parkway. If there is no parkway, the tree shall be planted four feet behind the sidewalk.
- ☒ That there shall be two additional street trees, a minimum 15 gallon size, planted on all corner lots in the parkway adjacent to the street side lot line.
- ☒ That all species of trees shall be selected from a list approved by the City Parks and Recreation Commission.
- ☒ That each lot owner within Tentative Tract 929 shall care for and maintain the trees and lawn area located in the parkway in front of their lot(s). For corner lots, the lot owner shall also care for and maintain the parkway trees and land area along the street-side of their lot. The parkway is defined as that land area located between the street curb and the public sidewalk.

Environmental Requirements:

- ☒ That if fireplaces are proposed in the residential units, natural gas fireplaces or EPA-certified wood-burning fireplaces/stoves are to be installed in every unit that has a fireplace. Conventional open-hearth fireplaces are not allowed.
- ☒ That natural gas lines and electrical outlets be installed in backyards or patios to encourage use of gas and/or electric barbecues.
- ☒ That electrical outlets be installed around the exterior of the residential units to encourage use of electric lawn mowers, edgers, etc.

Noise:

- ☒ That construction equipment is muffled and construction activities be limited to the hours between 7:00 a.m. to 10:00 p.m., Monday through Friday, unless the construction is within the enclosed structure or approved by the Community Development Department.
- ☒ That noise from fixed mechanical equipment, when measured at the property line, meets the standard of the Hanford Noise Element.

Rooftop Equipment HMC Section 17.50.100

- ☒ That all elevator housing and mechanical equipment located on the roof of any building shall be screened from adjacent views and contained within a completely enclosed penthouse or

portion of the same building having walls and roofs with construction and appearance similar to the building.

Outdoor Lighting Standards HMC Section 17.50.140

- ☒ That all lights and light fixtures, except public street lights, shall be located, aimed or shielded so as to minimize light trespassing across property boundaries or skyward.
- ☒ That no lights or light fixtures shall flash, revolve, blink or otherwise resemble a traffic control signal or operate in such a fashion to create a hazard for passing traffic.
- ☒ That building mounted lighting fixtures shall be attached only to the walls of the building. The top of a light fixture attached to a building wall shall not be higher than the top of the building parapet or the top of the roof eave, whichever is lower.
- ☒ That canopy ceiling light fixtures shall be recessed or the sides of the lens area shall be shielded in order to eliminate emission of horizontal light.
- ☒ That mercury vapor lamps shall be a fully shielded fixture with all light directed on-site.
- ☒ That freestanding light fixtures shall not exceed eighteen (18) feet in height measured from the top of a light fixture to the adjacent grade at the base of the support for that light fixture.

Tents, Tarps, and Other Coverings (Section 17.50.130)

- ☒ That no front or side building setback area shall be covered by tents, tarps, cloth, fabric, or a wood or metal covering or structure except for the following:
 - ☒ Standard window and door awnings
 - ☒ Ornamental covers, such as a sidewalk or entry awning trellis, or other similar improvement intended as an improved passageway or for aesthetic purposes providing architectural integrity with the building to which it is attached. Supports shall be ninety (90) percent open and shall not be enclosed.

Dust Control:

- ☒ That the appropriate dust-control practices of the San Joaquin Valley Air Pollution Control District shall be implemented.
- ☒ That the any necessary permits be obtained through the San Joaquin Valley Air Pollution Control District.

BUILDING DIVISION**TT 928 (504-0534)**

Contact Building Official: Tom Webb (559) 585-2584

Concerning questions that you may have on the conditions listed below:

Soils:

1. That a preliminary soils report, prepared by a qualified soil's engineer, be provided to the Engineering and Building Departments prior to approval of Subdivision Improvement Plans.
2. That a final soils report, prepared by a qualified soils engineer, be provided to the Engineering Department and Building Division prior to acceptance of the subdivision improvements by the City or issuance of building permits or whichever comes first.
3. That the developer retains the design engineer to inspect and verify that grading within the subdivision was constructed as per the approved design, and a copy of the report be provided to the Building Division prior to building permit issuance.

Street Names and Addresses:

1. That street addresses for each lot, as provided by the Building Division, be included on the subdivision final map.
2. That street names, as shown on the tentative subdivision map, be included on the subdivision final maps.
3. That all single family dwellings within the subdivision have illuminated address numbers 2-¼ inches high or be within an illuminated area with 3-½ inch high address numbers installed on the front most part of the building leading to the entrance. In either case the address numbers shall be of contrasting colors with the background.
4. That all landscaping requires permits and must meet requirements at time of installation.
5. That a map must be provided to show existing streets names of surrounding subdivisions that have City maintained streets.

FIRE DEPARTMENT
SITE PLAN REVIEW COMMENTS

TENTATIVE TRACT NO. 928

CONTACT: Larry Garcia, Fire Inspector: (559) 585-2594

1. Provide fire flow and hydrant information per California Fire Code and City of Hanford Public Works Standards.
2. Approved access roadway and the fire protection system (hydrants) shall be in place prior to construction.
3. All residential structures shall be provided with an NFPA 13 fire sprinkler system. Plans shall be submitted prior to construction.
4. Provide minimum thirty (30) feet clear width for fire apparatus access.
5. A approved turnaround shall be provided for all dead end roads in excess of 150 feet. Approved turnaround shall meet City of Hanford Road Standards.



City of Hanford

Department of Public Works

900 South 10th Ave. • Hanford, CA 93230-5234 • (559) 585-2550

PROJECT: Tract 928 Cal Clark Farms Silver Oaks Addition

Maps and Plans:

1. That the developer shall submit to the City Engineer a set of construction plans on 24" x 36" sheets for all required improvements. Plans shall be prepared by a registered civil engineer and shall include a drainage and utility plan identifying sizes and location of sanitary sewer, storm drainage and water mains, curbs, gutters, sidewalks, masonry walls, street lights, street improvements, culverts and landscape improvements and all other infrastructure required to complete development. All plans shall be approved by the City Engineer and all other involved agencies before the release of the building permits.
2. That prior to beginning any construction or within ten (10) calendar days after the approved plans are released by the City, the developer shall submit to the City of Hanford Engineering Division one (1) reproducible and four (4) blue line copies of the approved set of construction plans and four (4) bound sets of the approved construction specifications, if any.
3. That within twenty (20) calendar days after all improvements have been constructed and accepted by the City, the developer shall submit to the City of Hanford Engineering Division one (1) reproducible and one (1) blue line copy of the approved set of construction plans revised to reflect all field revisions and marked "RECORD DRAWING."

Easements:

1. That all easements shall be designated on the subdivision final map as required by the utility companies and where needed for providing service to street lights and landscape improvements as designated by the City Public Works Department.
2. That all easements for irrigation ditches and / or irrigation pipelines shall be legally abandoned or relocated to the satisfaction of the City Engineer prior to the recording of a subdivision final map.
3. That all proposed landscape/public utility easements, located as shown on the tentative subdivision map, shall be dedicated to the City and be delineated on the final subdivision map. Landscape/public utility easement shall meet or exceed the following minimum widths:
 - a.) Fargo Avenue – Ten feet (Landscape/Public Utility)
 - b.) Centennial Drive – Ten feet (Landscape/Public Utility)
 - c.) W. Sangiovese Street – Five feet (Landscape/Public Utility)
 - d.) All residential streets – Six feet (Public Utility)

Dedications:

1. That all proposed streets and street extensions, located as shown on the tentative subdivision map, shall be dedicated to the City as public right-of-way, and any alteration of existing utilities shall be the responsibility of the developer.

Luis Verdugo
ASSISTANT ENGINEER (559) 585-2556

08/06/2020
DATE

Attachment: Attachment 4 - Previous Planning Commission Staff Report (CD: Appeal No. 2020-01 TT 928)



City of Hanford Department of Public Works

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2. That all proposed landscape public utility easements, located as shown on the tentative subdivision map shall be dedicated to the City for landscape and public utility purposes concurrent with the recording of a subdivision final map, unless modified herein.

Restricted Access:

1. That a one-foot reservation strip shall be established at the end or sides of all streets abutting undeveloped property and be indicated on the subdivision final map.
2. That all access shall be restricted from lots at the property lines backing onto Centennial Drive, W. Sangiovese Street, and Fargo Avenue shall be indicated on the subdivision final map.

Street Improvements:

1. That all improvements consisting of sanitary sewers, storm sewers, water mains, concrete curbs, gutters, sidewalks, street lights, landscaping, street grading, surfacing and striping and all other improvements shall be installed in accordance with Chapter 16.24, "Improvements", of the Hanford Municipal Code and this resolution pertaining to subdivision improvements in effect at the time of filing the tentative subdivision map.
2. That all streets within the subdivision shall be developed to residential street standard ST-32, except the following:
 - a. Fargo Avenue shall be developed as a major collector street along the entire development frontage. All improvements shall be constructed in conformance with City Standards ST-17 and ST-23 and as follows:
 1. Traffic index used for the design of street structural section shall be a minimum of 10.0.
 2. A geotechnical report shall be submitted to the City Engineer identifying the existing structural section thickness of Fargo Avenue, along the entire development frontage, and the "not a part", concurrent with the submittal of development improvement plans. Reconstruction of Fargo Avenue, along the entire development frontage and the "not a part" will be required if the existing street structural section does not conform to City Standards and Specifications.
 3. Street improvements south of the Fargo Avenue centerline shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required. The installation of raised concrete median in Fargo Ave is not required.
 4. Street improvements north of the Fargo Avenue centerline shall include, but not be limited to, the construction of a minimum 12-foot travel lane, 4-foot paved shoulder, and 4-foot graded shoulder, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required.

Luis Verdugo

ASSISTANT ENGINEER (559) 585-2556

08/06/2020

DATE



City of Hanford Department of Public Works

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5. Developer shall attempt to acquire additional street right-of-way along the "Not a Part" frontage of Fargo Ave in accordance with Section 66462.5 of the Subdivision Map Act. The additional street right-of-way is necessary to facilitate street widening improvements along the entire development frontage of Fargo Ave. If Developer is unsuccessful, City will attempt to acquire the right-of-way.
 6. Developer shall construct a left turn pocket at the intersection of Fargo Ave and Centennial Drive for westbound traffic along Fargo Ave to southbound Centennial Drive.
- b. Centennial Drive shall be developed as a major collector street, along the development frontage of the subdivision. All improvements shall be constructed in conformance with City Standards ST-17 and ST-23, and as follows:
1. Traffic index used for the design of street structural section shall be a minimum of 7.0.
 2. Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required. (Raised median island not required).
 3. Developer shall construct a left turn pocket at the intersection of Fargo Ave and Centennial Drive for northbound traffic along Centennial Drive to westbound Fargo Ave.
- c. W. Sangiovese Street shall be developed as a minor collector street. All improvements shall be constructed in conformance with City Standards ST-17 and ST-26, and as follows:
1. Traffic index used for the design of street structural section shall be a minimum of 6.0.
 2. Dedicate right-of-way as shown on tentative map.
 3. Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, street paving, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required.
3. That street lights shall be installed throughout the subdivision in conformance with City Standard GE-56 and Southern California Edison requirements. Street lights shall be located as designated by City Engineer.
 4. That a traffic signal be installed at the intersection of Centennial Drive and Fargo Ave at the time of the construction of the development unless a focused traffic study is conducted and the analysis determines that the traffic signal does not to meet the required warrants with the development of the subdivision.

Luis Verdugo

ASSISTANT ENGINEER (559) 585-2556

08/06/2020

DATE



City of Hanford Department of Public Works

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5. That the developer shall attempt to acquire additional street right-of-way along the "Not a Part" frontage and make street improvements. City to reimburse for offsite right-of-way and improvement cost.
6. That development is subject to a transportation mitigation impact fee as required by City Municipal Code section 15.48 and any revisions thereof. Developer shall be entitled to a credit towards their development impact fee for permanent street improvements constructed by developer within Fargo Ave, consisting of curb & gutter, street striping, signing and street paving from gutter lip to edge of the existing Fargo Ave street sections. If applicable, developer may also be entitled to credit towards impact fees for supplemental transportation capacity improvements to the existing Fargo Ave street section. Transitional paving improvements beyond the development limits, that are not considered to be a permanent improvement and the reconstruction of the existing Fargo Ave street section, if required, will not be subject to a credit. Developer shall submit competitive bid proposals to substantiate the cost of reimbursable items for City Public Works Department review and approval prior to beginning construction. All documentation materials submitted for reimbursement consideration shall be well organized and tabulated for convenient reference by Public Works' staff. Improvement quantities and costs proposed for reimbursement must be clearly identified in the documentation provided, and not combined or aggregated with non-reimbursable subdivision improvement costs. Appropriate graphic exhibits referenced to the subdivision improvement plans shall also be provided as needed to facilitate the reimbursement review process.

Backup Parkway Improvements:

1. That the developer shall design and construct the following improvements along the development frontages of Centennial Drive, W. Sangiovese Street and Fargo Avenue for lots backing onto said streets:
 - a. A minimum six-foot-high decorative masonry block wall with continuous reinforced concrete footings. Masonry walls shall be treated with anti-graffiti repellent. The minimum height of the wall shall be measured from the highest elevation grade of the property located adjacent to either side of the wall. Wall heights shall be maintained at a uniform grade / slope whenever possible. If elevation changes are required, steps shall be introduced at pilaster locations and / or changes in wall direction. Wall improvement plans shall be designed to incorporate architectural, civil and structural components into one set of drawings. Wall plans shall be reviewed and approved by both the City Public Works and Community Development Departments.
 - b. A 4 1/2-foot-wide meandering detached sidewalk along the development frontages of Centennial Drive, W. Sangiovese Street, and Fargo Ave.
 - c. Landscaping and irrigation system improvements along the development frontages of Centennial Drive, W. Sangiovese Street and Fargo Ave. Landscape plans shall be prepared by a licensed landscape architect. Plans shall be reviewed and approved by the City Public Works, Parks & Recreation, and Community Development Departments.
2. That all species of trees and plants shall be selected from a list approved by the City's Parks and Recreation Commission.

Luis Verdugo
ASSISTANT ENGINEER (559) 585-2556

08/06/2020
DATE



City of Hanford Department of Public Works

900 South 10th Ave. • Hanford, CA 93230-5234 • (559) 585-2550

3. That all new and existing electrical boxes, control boxes and other equipment boxes (excluding traffic control) cabinets along the street frontage shall be painted hunter green or be of a color compatible with the landscaping. Prior to painting, all metal surfaces shall be treated with an etching primer (zinc chromate) or equivalent. All new irrigation electrical and control cabinets shall be mounted into the masonry wall per City Standards.
4. That a covenant including each residential lot within the subdivision and requiring care and maintenance of local street park strip landscape improvements along the individual lot frontage(s) by the homeowners thereof shall be recorded concurrent with the final map.

Neighborhood Park Improvements:

1. That the developer shall consult with City Parks & Recreation and Public Works staff prior to the design and construction of park facility improvements. The design and construction of park facility improvements shall be concurrent with the first phase of development. Park improvements shall include, but may not be limited to: Recreational areas, decorative landscaping and irrigation system improvements, drinking fountains, park benches, decorative security lights and trash receptacles. The developer shall retain the services of a licensed landscape architect to design all park facility improvements.
2. That the development is subject to a park development mitigation impact fee as required by City Municipal Code Section 15.44 and any revisions thereof. Developer shall be entitled to a credit towards the subdivision park impact fee obligation for all park improvements constructed by the developer in accordance with the Municipal Code. Developer shall submit competitive bid cost proposals to substantiate cost for reimbursable items for City Public Utilities and Engineering department review and approval prior to beginning construction. Reimbursement for park land acquisition costs shall be determined based upon the market value of the property at the time of filing the tentative subdivision map with the city as per Section 66480 of the Subdivision Map Act.

Sewer Improvements:

1. That the developer's engineer shall provide a sanitary sewer master plan complete with calculations for the entire subdivision for City Public Works Department review and approval prior to recording a subdivision final map for the development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.
2. A 15-inch diameter sanitary sewer main shall be installed within Fargo Avenue in accordance with the Sewer System Master Plan.
3. That the developer may be entitled to a refund for sewer main over-sizing in accordance with City Municipal Code Section 13.08. Developer's engineer shall be required to submit calculations to substantiate request for an over-sizing refund to the City Public Utilities and Engineering Department for review and approval. The developer shall submit competitive bid proposals to substantiate costs for sewer main over-sizing for City Utilities and Engineering Department review and approval prior to beginning construction.

Luis Verdugo
ASSISTANT ENGINEER (559) 585-2556

08/06/2020
DATE



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4. That the developer may be entitled to enter into a reimbursement agreement in accordance with City Municipal Code section 13.08 for sewer system improvements which also provide a benefit to others. Developer shall submit competitive bid proposals to substantiate costs for said sewer system improvements for Public Utilities and Engineering Department review and approval prior to beginning construction.

Storm Drainage Improvements:

1. That the developer's engineer shall provide a storm drainage master plan complete with calculations for the entire subdivision for City Public Utilities and Engineering Department review and approval prior to recording a subdivision final map for the development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.
2. That all drainage from proposed development shall be retained in retention drainage basin located as shown on the tentative subdivision map. The basin expansion shall be constructed in conformance with City Standards and the entrance to the basin shall be located on Centennial Drive. Entrance shall have a 20-foot setback to allow city vehicles off-street access.
3. That developer shall be required to comply with State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.

Water System:

1. That the developer's engineer shall provide a Water System Master Plan complete with calculations for the entire subdivision for City review and approval prior to recording a subdivision final map for the development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.
2. A 12-inch water main shall be installed within Fargo Avenue & Centennial Drive in accordance with the Water System Master Plan.
3. That the developer may be entitled to a refund for water main over-sizing in accordance with City Municipal Code Section 13.04. Developer's engineer shall be required to submit calculations to substantiate request for an over-sizing refund to the City Public Works Department for review and approval. The developer shall submit competitive bid proposals to substantiate costs for water main over-sizing for City Public Works Department review and approval prior to beginning construction.
4. That the developer may be entitled to enter into a reimbursement agreement in accordance with City Municipal Code section 13.04 for water system improvements which also provide a benefit to others. Developer shall submit competitive bid proposals to substantiate costs for said water system improvements for Public Works Department review and approval prior to beginning construction.

Luis Verdugo
ASSISTANT ENGINEER (559) 585-2556

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5. That all existing water wells located within the proposed development shall be abandoned in conformance with State of California Department of Health Standards.

Assessment District:

1. That the developer shall enter into an agreement with the City for the formation of a tax assessment district for the maintenance of interior subdivision street lighting, decorative block fencing, and landscaping located along the property frontages of Centennial Drive, W. Sangiovese Street, Napa Drive, and Fargo Avenue located as shown on the tentative subdivision map.
2. That prior to funds from the tax assessment district being obtained, the developer shall be responsible for the maintenance of all landscaping, subdivision interior street lighting and decorative fencing.

City Development Impact Fees:

1. That development is subject to a Police Development Impact Fee as required by City Ordinance No. 19-41-R, and any revisions thereof. Fee payable with each building permit.
2. That development is subject to a Fire Development Impact Fee as required by City Ordinance No. 19-41-R, and any revisions thereof. Fee payable with each building permit.
3. That development is subject to a Park Development Impact Fee as required by City Ordinance No. 19-41-R and any revisions thereof. Fee payable with each building permit.
4. That development is subject to a Transportation mitigation impact fee as required by City Ordinance No. 19-41-R and any revisions thereof. Fee payable with each building permit.
5. That the development is subject to a Wastewater System Development Impact fee as required by City Ordinance No. 19-41-R, and any revisions thereof. Fee payable with each building permit.
6. That development is subject to a Water System Development Impact Fee as required by City Ordinance No. 19-41-R or any revisions thereof. Fee payable with each building permit.
7. That development is subject to a Refuse and Recycling Development Impact Fee as required by City Ordinance No. 19-41-R or any revisions thereof. Fee payable with each building permit.
8. That development is subject to a Storm Drainage Development Impact Fee as required by City Ordinance No. 19-41-R, and any revisions thereof. Fee payable prior to recording of subdivision final map.
9. That development is subject to a 12th Avenue Sanitary Sewer area of benefit district assessment fee as required by City Ordinance No. 92-03 or any revisions thereof, if applicable. Fee shall be payable prior to recording to recording of final subdivision map.

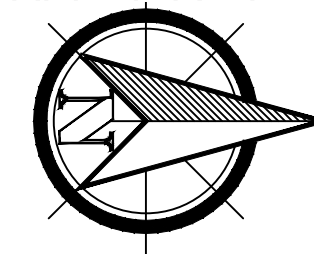
Luis Verdugo

ASSISTANT ENGINEER (559) 585-2556

08/06/2020

DATE

VESTING TENTATIVE
SUBDIVISION MAP
SILVER OAKS ADDITION
COUNTY TRACT NO. 928



SCALE: 1"=100'

GENERAL INFORMATION

EXISTING ZONE
PROPOSED ZONE
EXISTING USE
PROPOSED USE
SEWER
WATER
STORM DRAIN
A.P.N.
ELECTRIC
GAS
TELEPHONE
AREA (PHASE I)
AREA (PHASE II)
AREA (PHASE III)

R-L-5
R-L-5
Walnuts & Row Crops
Residential
City of Hanford
(see note, this sheet)
City of Hanford
On-site Basin
009-030-158,005,115
SCE
Gas Company
SBC
39.24 Acres
22.04 Acres
23.90 Acres

SANITARY SEWER NOTE

This tract proposes to utilize the existing sanitary sewer line in Sanguiovese Street as constructed with Copper Valley (Tract 835). If required due to pipe depth the existing sanitary sewer line in Centennial Dr. will be used for a portion of this tract.

LEGAL DESCRIPTION

The Westerly 16.73 chains of the Northeast Quarter of Section 22, T. 18 S., R. 21 E., M.D.B. & M., and the "Designated Remainder" as shown on a Parcel Map recorded in Book 17 of Parcel Maps at Page 5, Kings County Records.

TRACT NO. 928
BOUNDARY ACREAGE

TOTAL WITH BASIN: 85.18 Acres
TOTAL WITHOUT BASIN: 80.24 Acres

LOT COUNT

PHASE 1 = 99
PHASE 2 = 89
PHASE 3 = 95

APPLICANT OWNER

Cal-Clark Farms
PO Box 221815
Carmel, CA 93922

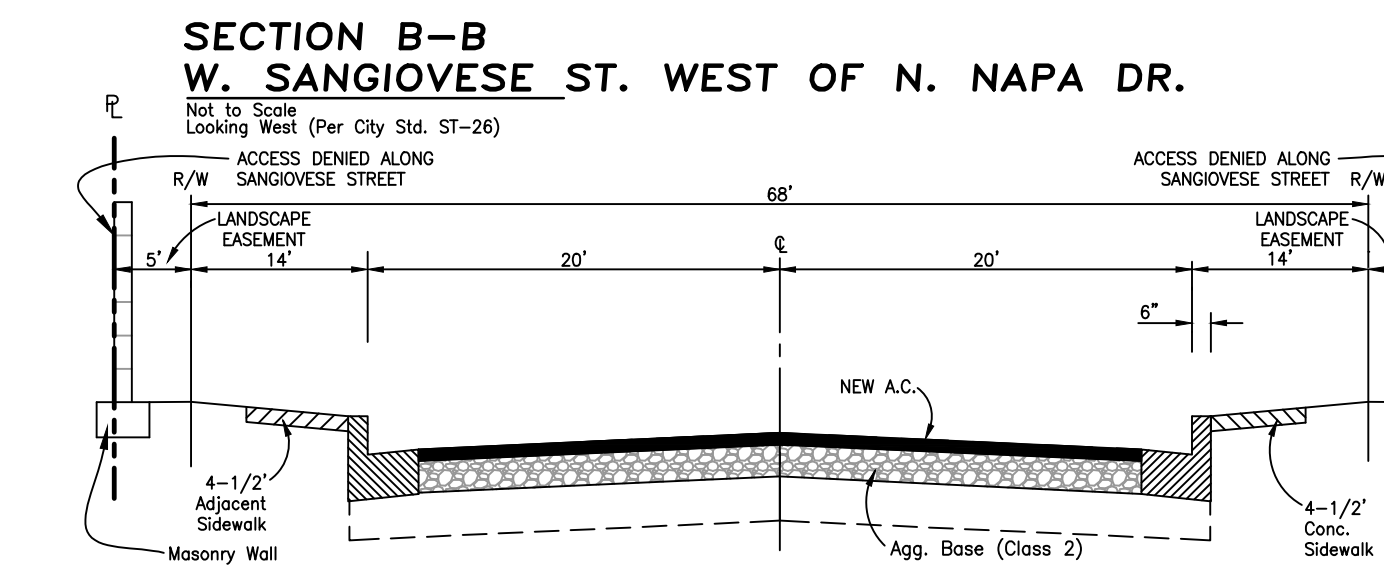
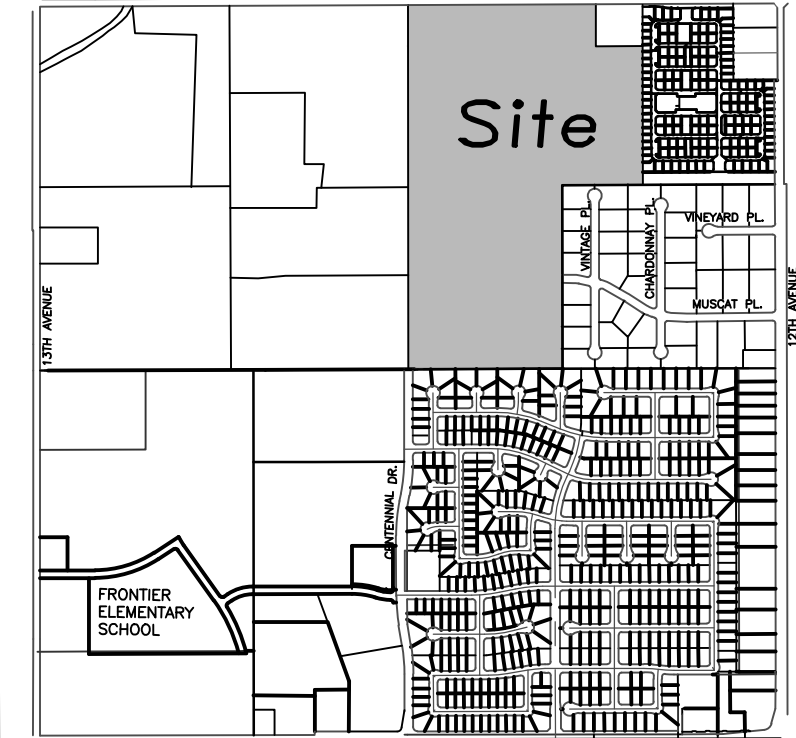
Cal-Clark Farms
PO Box 221815
Carmel, CA 93922

LEGEND

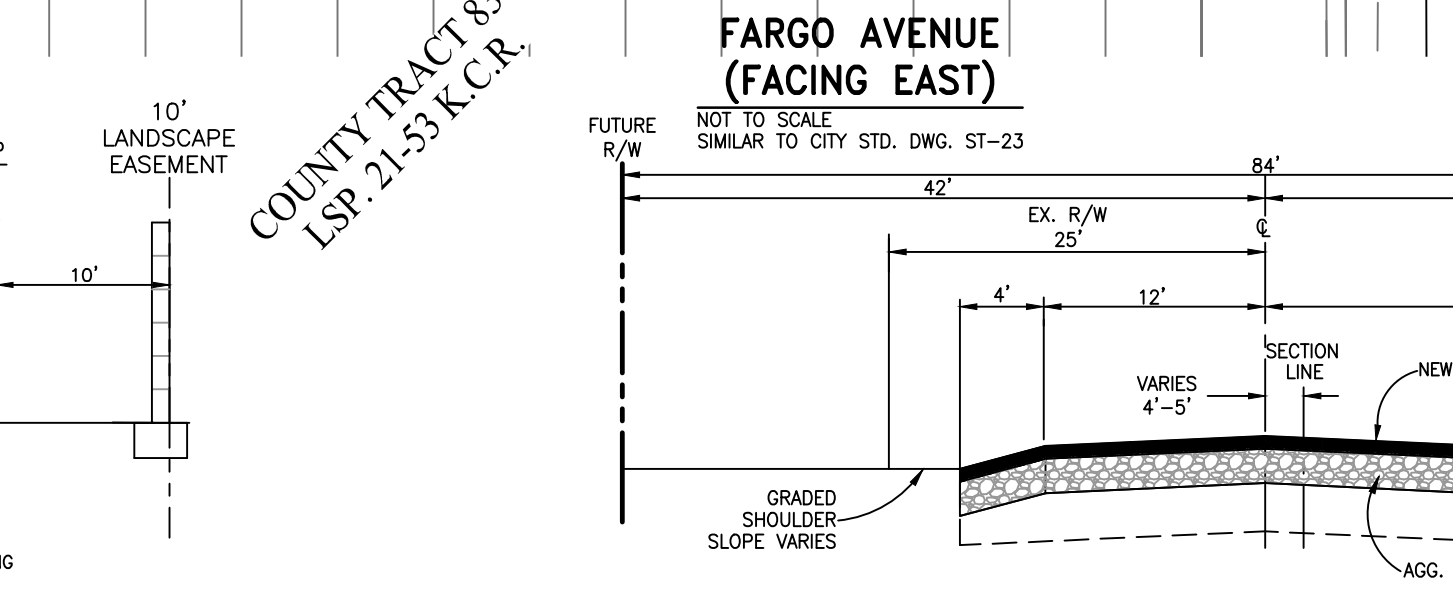
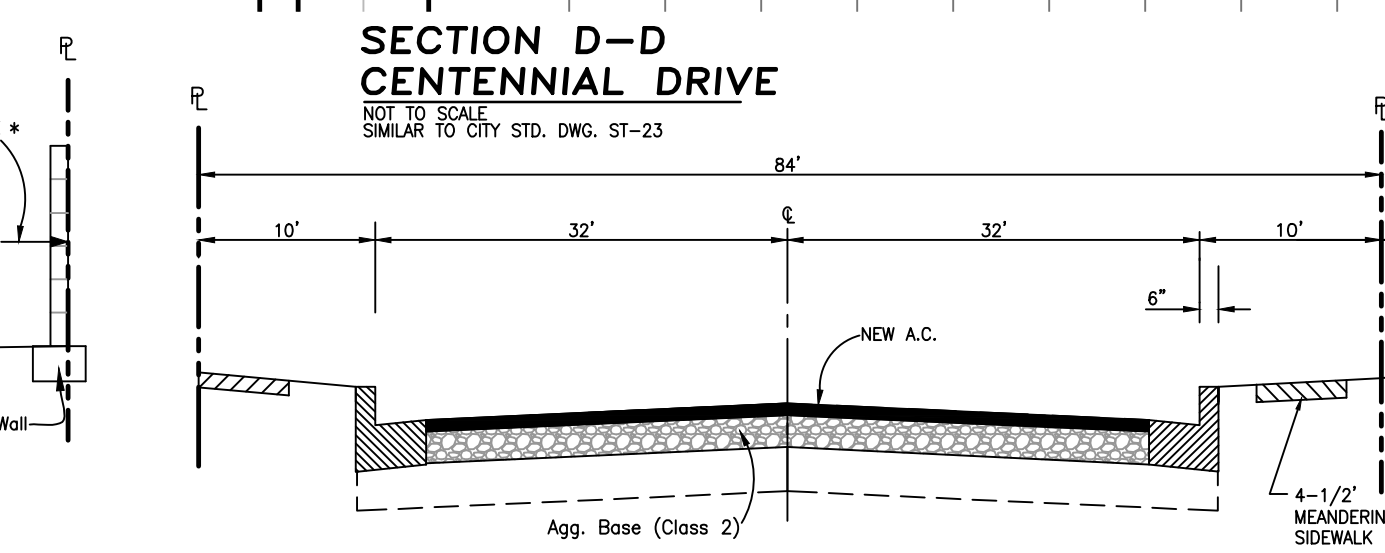
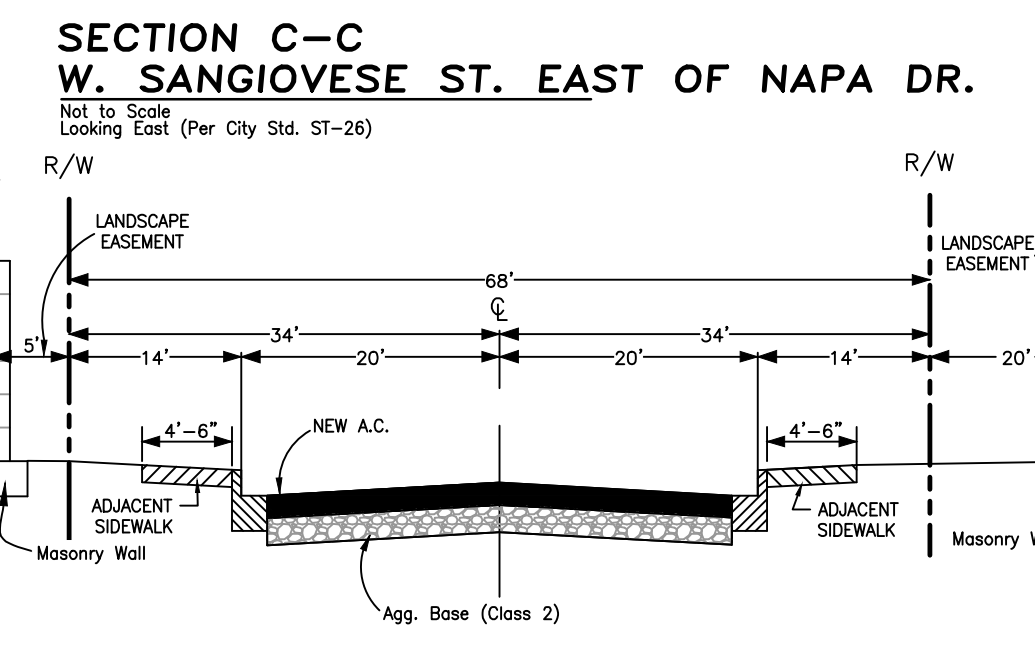
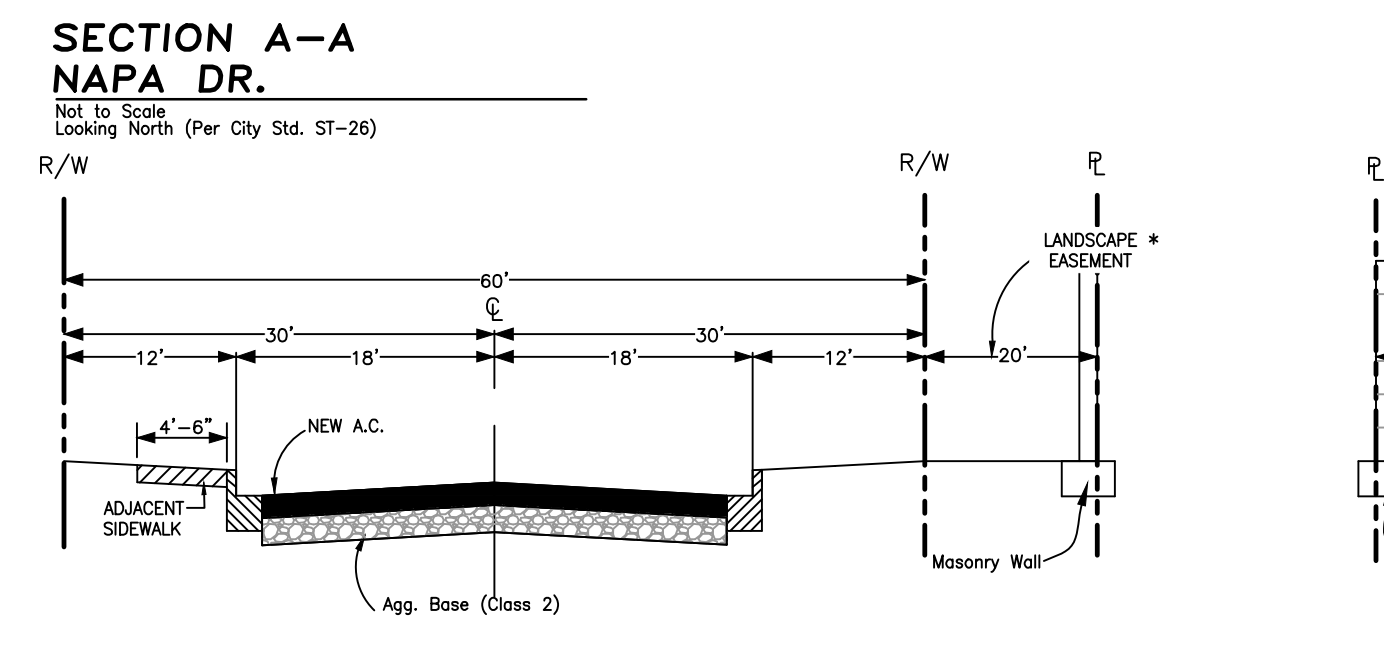
- PHASE LINE
- TRANSFORMER POLE
- UTILITY POLE
- FIRE HYDRANT
- WATER SERVICE
- WATER VALVE
- EXISTING AC SURFACE

VICINITY MAP

NOT TO SCALE



CROSS SECTION NOTES
* To be maintained as part of the Landscape Assessment District



CAL CLARK FARMS, INC.
PO Box 221815
Carmel, CA 93922

CIVIL ENGINEERS
ZUMWALT HANSEN & ASSOCIATES
LAND SURVEYORS

609 N. Irwin St.
Hanford, CA 93230
Office: (559) 582-1056
Fax: (559) 584-4143

DRAWN BY: MO
CHECKED BY: AD
INDEXED BY:
DATE: 4/6/2020
JOB NO.: 0606351
SHEET: 1 OF 1

Attachment 4 - Previous Planning Commission Staff Report (CD - Appeal No. 2020-01 TT 928)

**NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
NOTICE OF PUBLIC HEARING**

NOTICE IS HEREBY GIVEN that on Tuesday, July 14, 2020 at 5:30 p.m., a public hearing will be conducted by the Hanford Planning Commission in the Council Chamber of the City of Hanford Civic Auditorium, 400 N. Douty Street, Hanford, California, pertaining to the following:

PROJECT DESCRIPTION AND LOCATION:

Vesting Tentative Tract 928: A request by Cal-Clark Farms to subdivide 81.71 acres into 340 residential lots, 2.25-acre park, and a 4.94-acre basin.

Location: The project is located at the southeast corner of Centennial Drive and Fargo Avenue (APN 009-030-15-005, and -115).

Based on an Initial Study, the Community Development Department has determined that the project described above would not have significant adverse impacts on the environment with the incorporation of mitigation measures. A Mitigated Negative Declaration has been prepared for the project. You may review the Mitigated Negative Declaration, Initial Study, proposed mitigation measures, reference material, and any comments received on the Mitigated Negative Declaration at the City of Hanford, 317 N. Douty Street, Hanford, CA 93230.

COMMENT PERIOD: June 19 – July 9, 2020 [20-day comment period]

PUBLIC COMMENT INVITED: All interested parties are invited to submit written comment on the Mitigated Negative Declaration by July 9, 2020 and/or to appear at the hearing described above to present testimony, in regard to the above listed request. All comments should be submitted to the City of Hanford, Attention: Gabrielle Myers, at the above listed address.

If you challenge any action or decision regarding the project described in this notice in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City prior to, or at, the public hearing.

For further information, contact the Hanford Community Development Department at (559) 585-2580 or 317 N. Douty Street, Hanford, California, 93230.

HANFORD COMMUNITY DEVELOPMENT DEPARTMENT

Attachment: Attachment 4 - Previous Planning Commission Staff Report (CD: Appeal No. 2020-01 TT 928)

MITIGATED NEGATIVE DECLARATION NO. 2020-22**Project Title:** Tentative Tract 928**File Number:** TT 928 (504-0534)**State Clearinghouse Number:** n/a**Lead Agency:** City of Hanford**Responsible Agency:** n/a**Applicant/Owner:**

Cal-Clark Farms
P.O. Box 22185
Carmel, CA 93922

Project Description: Vesting Tentative Tract 928: A request by Cal-Clark Farms to subdivide 81.71 acres into 34 residential lots, a 2.25-acre park, and a 4.94-acre basin. Location: The project is located at the southeast corner Centennial Drive and Fargo Avenue (APN 009-030-158, -005, and -115).

Attachments:

Initial Study	(X)
Environmental Checklist	(X)
Maps	()
Mitigation Measures	(X)
Letters	(X)

Environmental Assessment: The Initial Study for the project is available for public review at the City of Hanford Community Development Department, 317 N. Douty St., Hanford CA.

Declaration of No Significant Effect: The City of Hanford has completed the preparation of an initial study for the project described above. The initial study did not identify any potentially significant environmental effects that would result from the proposed project. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Section 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to prepare Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached.

- The project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.
- The project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.
- The project does not have environmental effects which are individually limited but cumulatively considerable. Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.
- The environmental effects of the project will not cause substantial adverse effects on human beings, either directly or indirectly.

This Mitigated Negative Declaration has been prepared by the City of Hanford Community Development Department in accordance with the California Environmental Quality Act of 1970, as amended.

Contact Person: Gabrielle Myers, Senior Planner**Phone:** (559) 585-2578**Signature:** **Date:** June 18, 2020**Review Period:** June 19 – July 9, 2020 [20-day comment period]

Attachment: Attachment 4 - Previous Planning Commission Staff Report (CD: Appeal No. 2020-01 TT 928)

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION NO. 2020-22

Prepared For

Vesting Tentative Tract 928

Cal-Clark Farms

Prepared By

The City of Hanford

June 19, 2020

INITIAL STUDY

INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study and Mitigated Negative Declaration (MND) prepared pursuant to the California Environmental Quality Act (CEQA) for the Project. This MND has been prepared in accordance with CEQA, Public Resources Code Section 21000 et seq., and the CEQA Guidelines.

The City of Hanford prepared a General Plan Update and certified a Program Level Environmental Impact Report (EIR) on April 18, 2017. The CEQA Guidelines Section 15168 states that subsequent activities must be examined in the light of the program EIR to determine if the later activity would have effects that were not examined in the program EIR. Consistent with 15165, if a project is not otherwise statutorily or categorically exempt from CEQA, an Initial Study is conducted by a lead agency to determine if a project may have a significant effect on the environment. In accordance with the CEQA Guidelines, Section 15064, an environmental impact report (EIR) must be prepared if the Initial Study indicates that the proposed project under review may have a potentially significant impact on the environment. A negative declaration may be prepared instead, if the lead agency prepares a written statement describing the reasons why a proposed project would not have a significant effect on the environment, and, therefore why it does not require the preparation of an EIR. According to the CEQA Guidelines Section 15070, a negative declaration shall be prepared when either:

- 1) The initial study shows there is no substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment, or
- 2) The Initial Study identified potentially significant effects, but:
 - a) Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed negative declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
 - b) There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.

If the Initial Study reveals that there may be a significant effect upon the environment, but those effects can be avoided or reduced to a less than significant level with revisions to the project plan and/or mitigation measures, and the applicant agrees to the revision and/or mitigation measures, the lead agency may prepare a mitigated negative declaration.

PROJECT DESCRIPTION:

Vesting Tentative Tract 928 is a request to subdivide 81.71 acres into 340 residential lots, a 2.25-acre park, and a 4.9-acre basin.

Location: The project is located at the southeast corner of Centennial Drive and Fargo Avenue (APN 009-030-158, -001 and -115).

ENVIRONMENTAL IMPACTS

No significant adverse environmental impacts have been identified for this project. The City of Hanford Land Use Element, Zoning Ordinance, and Climate Action Plan contain policies and regulations and measures that are designed to mitigate impacts to a level of non-significance. Environmental measures are methods, measures, standard regulations or practice that avoid, reduce, or minimize a project's adverse effects on various environmental resources. Based on the underlying authority, they may be applied before, during, or after construction of the project. Environmental measures are also commonly listed as conditions of approval. The City Municipal Code and other agencies currently contain measures that assist to mitigate environmental impacts. Mitigation measures have been included in the environmental assessment that will mitigate any potential impacts to a level of less than significant.

In addition, a Statement of Overriding Considerations was adopted for Agriculture and Forestry Resources (program and cumulative), Air Quality (cumulative), Biological Resources (program and cumulative), Cultural Resources (program and cumulative), Greenhouse Gases (cumulative), and Population and Housing (program and cumulative) for the EIR prepared for the 2035 General Plan Update. The project is being developed consistent with the land use designation that was evaluated in the 2017 General Plan EIR. The General Plan Update and EIR are herein incorporated by reference, including

Resolution 17-20-R. Other documents used in the preparation of this environmental assessment are listed as sources and also incorporated by reference.

PROJECT COMPATIBILITY WITH EXISTING ZONES AND PLANS

The proposed General Plan Amendment and Rezone are consistent with the policy of the General Plan and Zoning Ordinance. The change in designation from office to high-density residential on a portion of the property is consistent with the surrounding area.

SUMMARY OF INITIAL STUDY/MITIGATED NEGATIVE DECLARATION IMPACT CONCLUSIONS

An Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for the projects, Rezone No. 2017-04 and Tentative Tract 922, in accordance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City of Hanford Municipal Code. The IS/MND for the proposed Project is tiered from the 2035 General Plan Update Environmental Impact Report (EIR) (SCH No. 2015041024), certified by the City Council on April 15, 2017, for which a Statement of Overriding Considerations was adopted for Agriculture and Forestry Resources (program and cumulative), Air Quality (cumulative), Biological Resources (program and cumulative), Cultural Resources (program and cumulative), Greenhouse Gases (cumulative), and Population and Housing (program and cumulative) for the EIR prepared for the 2035 General Plan Update.

The Proposed IS/MND analyzed the Project's potential impacts with regard to the following environmental topical areas: (1) aesthetics, (2) agriculture and forest resources, (3) air quality, (4) biological resources, (5) cultural resources, (6) geology and soils, (7) greenhouse gas emissions, (8) hazards and hazardous materials, (9) hydrology and water quality, (10) land use and planning, (11) mineral resources, (12) noise, (13) population and housing, (14) public services, (15) recreation, (16) transportation/traffic, and (17) utilities and services systems.

The proposed Project, as analyzed in the IS/MND, incorporates all relevant General Plan policies, standards and Mitigation Measures (MMs), as adopted by the 2035 General Plan EIR for purposes of determining environmental impacts of Project implementation. Based on the Project-specific analysis presented in the IS/MND it was determined that the Project in each topical area would have either no impact, a less than significant impact, impacts that could be mitigated to a less than significant level or that project impacts were adequately analyzed in the 2035 General Plan Update EIR. The IS/MND concluded that the proposed Project would have no impact or a less than significant Project-specific impact in the following topical areas: Biological Resources, Hazards and Hazardous Materials, Land Use and Planning, Mineral Resources, and Population and Housing.

Further, it was concluded that the proposed Project would have less than significant cumulative impacts with mitigation measures. The initial study utilized the full build out of the General Plan Planning Area as the area for consideration of cumulative impacts. Significant and unavoidable impacts to Agriculture and Forestry Resources (program and cumulative), Air Quality (cumulative), Biological Resources (program and cumulative), Cultural Resources (program and cumulative), Greenhouse Gases (cumulative), and Population and Housing (program and cumulative) were identified with the full build out of the General Plan Planning Area. These impacts were analyzed in the 2035 General Plan EIR and determined to be a significant and unavoidable impact associated with implementation of the 2035 General Plan, of which the Project is a part and consistent with. A Statement of Overriding Considerations for these significant unavoidable impacts was adopted by the City Council as part of the approval of the 2035 General Plan Update. The proposed Project is consistent with and implements the General Plan and would not result in any new impacts that cannot be mitigated to less than significant levels, nor would it increase the severity of any previously identified impacts. Therefore, the Statement of Overriding Considerations is re-affirmed for the proposed Project and a Mitigated Negative Declaration is the recommended appropriate environmental document for the proposed Project, in accordance with CEQA.

CONSULTATION

Pre-consultation was sent to the interested agencies on May 7, 2020:

Responses were received from the following:

1. Consultation from Michael Wilson with AT&T (Received May 7, 2020).
2. Consultation from Amaud Marjollet, Director of Permit Services with the San Joaquin Valley Air Pollution Control District (Received May 28, 2020).
3. Consultation from Samantha McCarthy, Cultural Specialist II with the Santa Rosa Rancheria Tachi-Yokut Tribe (Received May 29, 2020).
4. Consultation from Lorena Mendibles with the Department of Transportation (Caltrans) (Received June 1, 2020).

SOURCES – hereunto annexed and incorporated by reference

2010 Urban Water Management Plan. (2011, June 11). *City of Hanford* -

California Building Standards Code 2016 (Title 24, California Code Regulations). *Codes*.

City of Hanford 2035 General Plan Update (2017).

City of Hanford General Plan Update, 2035 – Environmental Impact Report. (2017). Hanford, California.

City of Hanford Storm Drainage Water Master Plan (1995, August)

City of Hanford Public Works Construction Standards

City of Hanford Water Master Plan

City of Hanford Waste Water Master Plan

County Important Farmland Data Information. Department of Ag (2012)

Final Staff Report – Climate Change Action Plan: Addressing GHG Emission Impacts under CEQA. (2009, December 1)
San Joaquin Valley Air Pollution Control District Climate Change Action Report.

San Joaquin Valley Air Pollution Control District Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI)
Revised March 19, 2015.

San Joaquin Valley Air Pollution Control District Small Project Analysis Level (SPAL)

Hanford Municipal Code (Hanford, California). (2017). *Hanford Municipal Code*.

United States Federal Emergency Management Agency (FEMA), Flood Insurance Rate Map for Hanford (Community Panel
Number 06031C 0185C, June 16, 2009)

Final Regional Climate Action Plan (May 28, 2014)

Traffic Signal Warrant Study, prepared by Peters Engineering Group: A California Corporation (January 26, 2018).

Pre-Consultation Letters Received:

1. Consultation from Michael Wilson with AT&T (Received May 7, 2020).
2. Consultation from Amaud Marjollet, Director of Permit Services with the San Joaquin Valley Air Pollution Control District (Received May 28, 2020).
3. Consultation from Samantha McCarthy, Cultural Specialist II with the Santa Rosa Rancheria Tachi-Yokut Trib (Received May 29, 2020).
4. Consultation from Lorena Mendibles with the Department of Transportation (Caltrans) (Received June 1, 2020).

APPENDIX G: Initial Study and Findings

ENVIRONMENTAL ASSESSMENT NO. 2020-22

1. Project Title: Vesting Tentative Tract 928
2. Lead Agency Name and Address: City of Hanford
317 N. Douty Street
Hanford, CA 93230
3. Responsible Agency Name and Address: n/a
4. Contact Person/Phone Number: Gabrielle Myers
Senior Planner
Community Development Department
(559) 585-2578
5. Project Location: The project is located at the southeast corner of Centennial Drive and Fargo Avenue (APN 009-030-158, -005, and -115).
6. Project Sponsor's Name/Address: Cal-Clark Farms
P.O. Box 22185
Carmel, CA 93922
7. General Plan Designation: Low-Density Residential
8. Zoning: R-L-5 Low-Density Residential
9. Description of the Project: Vesting Tentative Tract 928: A request by Cal-Clark Farms to subdivide 81.71 acres into 340 residential lots, a 2.25-acre parcel and a 4.94-acre basin. Location: The project is located at the southeast corner of Centennial Drive and Fargo Avenue (APN 009-030-158, -005, and -115).
10. Surrounding land uses and setting:

	Zoning	General Plan Designation	Land Use
North	County AL-10	Medium-Density Residential	Agriculture
East	R-L-5 Low-Density Residential	Low-Density Residential	Single-Family Residential
South	R-L-5 Low-Density Residential	Low-Density Residential	Single-Family Residential
West	County AL-10	Low-Density Residential	Agriculture

11. Other public agencies whose approval is required – San Joaquin Valley Air Pollution Control District

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that a "Potentially significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|--|---|
| ☐ Aesthetics | ☐ Agriculture Resources | ☐ Air Quality |
| ☐ Biological Resources | ☐ Cultural Resources | ☐ Geology/Soils |
| ☐ Green House Gas Emissions | ☐ Hazards & Hazardous Materials | ☐ Hydrology/Water Quality |
| ☐ Land Use/Planning | ☐ Mineral Resources | ☐ Noise |
| ☐ Population/Housing | ☐ Public Services | ☐ Recreation |
| ☐ Transportation/Traffic | ☐ Utilities/Service Systems | ☐ Mandatory Findings of Significance |

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project **COULD NOT** have a significant effect on the environment. **A NEGATIVE DECLARATION WILL BE PREPARED.**
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION WILL BE PREPARED.**
- ☐ I find the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required
- ☐ I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

FOR: CITY OF HANFORD

Gabrielle de Silva
Senior Planner
City of Hanford

Gabrielle de Silva Myers

DATE

June 18, 2020

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

Issues:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☒	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

ENVIRONMENTAL SETTING:**SCENIC VISTAS AND CORRIDORS**

Views consist primarily of broad panoramas of agricultural land. Most of the land surrounding the northern and western part of the city is characterized by flat, dry valley grasslands scattered throughout as well as grazing and other agricultural uses. The grasslands, grazing land, and large farms create open vistas at the northern and eastern edges of the City.

SCENIC HIGHWAYS

According to the California Scenic Highway Mapping System, there are no adopted Scenic Highways within the planning area. (Caltrans 2015).

VISUAL CHARACTER

Hanford is located in the northern portion of Kings County and has a total area of 16.6 square miles, all of which is flat land not covered by water. The only natural watercourse is Mussel Slough, remnants of which still exist on the City's western edge. The Kings River is about 6.5 miles north of Hanford. The People's Ditch, an irrigation canal dug in the 1870s, traverses Hanford from north to south.

The Planning Area consists of urban agricultural, and grassland habitat areas located in transitional zone in the Central Valley between the flat valley floor and the Sierra Nevada foothills to the east. Hanford is surrounded by productive agricultural land, much of which is encumbered by Williamson Act contracts that prohibit development.

LIGHT AND GLARE

Attachment: Attachment 4 - Previous Planning Commission Staff Report (CD: Appeal No. 2020-01 TT 928)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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The majority of the City includes existing sources of daytime glare and nighttime lighting and illumination.

Significance Criteria

The Project may result in significant impacts to aesthetics if it substantially affects the view of a scenic corridor, vista or view open to the public, cause's substantial degradation of views from adjacent residences, or results in new night lighting that shines into adjacent residences.

Checklist Discussion:

- a) **Less than Significant Impact** – Views consist primarily of broad panoramas of agricultural land. Most of the surrounding area is characterized by flat, dry valley grasslands scattered throughout as well as grazing and other agricultural uses. The land has been designated for Low-Density Residential and is considered an implementation of the General Plan.
- b) **Less than Significant Impact** – There are no designated State Scenic Highways, as identified by the California Scenic Highway Mapping System within the City's General Plan Study area. There are also no rock outcroppings within the Study Area. The City does have an ordinance protecting trees in Chapter 12.12 Street Trees and Shrubs of the Municipal Code. The projects would be consistent with the tree ordinance. The projects would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway and impacts would be less than significant.
- c) **Less than Significant Impact with Mitigation Incorporation:** Several sections of the Hanford Municipal Code regulate physical development by controlling not only the appearance of new development, but also by controlling the placement of new development with consideration for surrounding uses. The project development will be required to comply with the General Plan, proposed Zoning, R-L-5 Low-Density Residential, and the Tree Ordinance.
- d) **Less than Significant Impact with Mitigation Incorporation**– The development is subject to the applicable provisions of the Hanford Municipal Code, such as Section 17.50.140 – Outdoor Lighting Standards. Additionally, the California Building Code contains standards for outdoor lighting that are intended to reduce light pollution and glare by regulation light power and brightness, shielding, and sensor controls.

Mitigation Measures:

MM Aesthetics 1: That the applicant develops the project consistent with the General Plan, Hanford Municipal Code, and Tree Ordinance.

MM Aesthetics 2: That the development complies with the Hanford Municipal Code Section 17.50.140 Outdoor Lighting Standards and the California Building Code for outdoor lighting standards.

Conclusion: Impacts to aesthetics are anticipated to be less than significant with the incorporation of mitigation measures.

Sources: 2035 General Plan, 2035 General Plan EIR, Hanford Municipal Code, California Building Code

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☒	☐	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Attachment: Attachment 4 - Previous Planning Commission Staff Report (CD: Appeal No. 2020-01 TT 928)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Agriculture and Forestry Resources:

The General Plan EIR analyzed the impacts of the City's urban growth on agricultural land and includes mitigation measures to reduce those impacts, however, impacts to agricultural lands remain significant and unavoidable. A Statement of Overriding Considerations was adopted for the impacts to agricultural lands.

Environmental Setting

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 uses over a century ago, leaving very little undisturbed natural landscape.

A majority of Prime Farmland is shown toward the northern and western portions of the study Area. Farmland of Statewide Importance is located on portions of land toward the southern edge of the Study Area. The acreage total for Prime Farmland, Farmland of Statewide Importance, and Unique Farmland within the Study and Planned Areas is categorized as follows:

**Table 4.2-1
Farmland Mapping and Monitoring Program**

Area	Prime Farmland (Acres)	Farmland of Statewide Importance (Acres)	Unique Farmland (Acres)	Total (Acres)
Planned Area	877	1,724	105	2,705
Study Area (Excluding Planned Area)	10,280	7,495	380	18,157
Total (Study Area)	11,157	9,219	485	20,862

There are 3,056 acres of land currently subject to a Williamson Act contract within the Planned Area and 16,299 acres of land currently subject to a Williamson Act contract within the Study Area. There are 335 acres currently under non-renewal and are scheduled to be removed from the provisions of the Williamson Act in the Planned Area.

There are no forest lands found within the Study Area, as defined by Public Resources Code Section 12220 (g), which defines such areas as "land that can support 10% native tree cover of any species, including hardwoods, under natural conditions, and that allow for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." There is also no "timberland" found in the Study Area, as defined by the Public Resources Code Section 4526, which defines such areas as "land...which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees."

Build-out of the General Plan would result in significant and unavoidable impacts to farmland conversion and conflicts with land under Williamson Act land use contracts. Thus, the overall impact of full-build out of the General Plan would be cumulatively significant and unavoidable.

Significance Criteria

The Project may result in significant impacts to agricultural resources since the project results in the removal of lands designated as prime farmland by the Department of Conservation.

Checklist Discussion:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Less than Significant Impact with Mitigation Measures: The project is located within an area listed as Prime Farmland. Prime Farmland has the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date (2016). The General Plan EIR evaluated the full build out of the Planned Area as a result of the General Plan Update and determined the General Plan would over the 2014 – 2035 planning period, convert approximately 2,706 acres of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland to non-agricultural use. In accordance with the General Plan EIR, development would have to adhere to Hanford Municipal Code Chapter 16.40.110 (Right to Farm) and proposed goals and policies of the General Plan related to agriculture. However, the loss of farmland as a result of the General Plan Update was determined to be significant and unavoidable. A statement of overriding considerations was adopted for the significant impact to Agriculture, as a result of the General Plan Update. The project is consistent with the General Plan. Mitigation Measure: That a right-to farm provision be recorded with the recording of the final subdivision map to insure that future residents of the homes in the project area are aware of the adjacent agricultural uses and their right to continue to operate. b) Less than significant impact – The property is currently in the General Plan as Low-Density Residential and is zoned R-L-5 Low-Density Residential, in accordance with the General Plan. The property is not within a Williamson Act Contract. c) No impact – the projects would not conflict with existing zoning for, or cause rezoning of, Forest Land, Timberland, or Timberland Zoned Timberland Production, as these designations do not exist within the City. There would be no impact. d) No Impact – There is no forest land within the City. The projects would not result in the loss of forest land or conversion of forest land to non-forest use, as these designations do not exist within the City. There would be no impact. e) No Impact – None. Mitigation Measures: MM Agriculture 1: That a right-to-farm provision be recorded with the recording of the final subdivision map(s) to insure that future residents of the homes in the project are aware of the adjacent agricultural uses and their right to continue to operate. Sources: 2035 General Plan, General Plan Update EIR, Hanford Subdivision Ordinance, California Department of Conservation Farmland Mapping and Monitoring Program – Kings County Map (2016); Consultation Received from Kings County LAFCO				
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Air Quality:**Climatological/Topological Factors**

The San Joaquin Valley's topography and meteorology provide ideal conditions for trapping air pollution for long periods of time and producing harmful levels of air pollutants, including ozone and particulate matter. Low precipitation levels, cloudless days, high temperatures, and light winds during the summer in the San Joaquin Valley are conducive to high ozone levels resulting from the photochemical reaction of oxides of nitrogen (NOX) and volatile organic compounds (VOC). Inversion layers in the atmosphere during the winter can trap emissions of directly emitted particulate matter less than 2.5 microns (MN2.5) and PM2.4 precursors (such as NOX and sulfur dioxide [SO2] within the San Joaquin Valley for several days, accumulating to unhealthy levels.

The region also houses the State's major arteries for good and people movement, Interstate 5 to the west and State Route 99 through the Central Valley, thereby attracting a large volume of vehicular traffic. Another compounding factor is the region's historically high rate of population growth compared to other regions of California. Increased population typically results in an even greater increase in vehicle activity and more consumer product use, leading to increased emissions of air pollution, including NOX. In fact, mobile sources account for about 80% of the Valley's total NOX emissions inventory. Since NOX is a significant precursor for both ozone and PM2.5, reducing NOX from mobile sources is critical for progressing the Valley towards attainment of ozone and PM2.4 standards.

The geography of mountainous areas to the east, west, and south, in combination with long summers and relatively short winters, contributes to local climate episodes that prevent the dispersion of pollutants. Transport, as affected by wind flows and inversions, also plays a role in the creation of air pollution.

The climate of the SJV is modified by topography. This creates climatic conditions that are particularly conducive to air pollution formation. The SJV is surrounded by mountains on three sides and open to the Sacramento Valley and the San Francisco Bay Area to the north.

Hanford is located in the southern end of the San Joaquin Valley Air Basin.

San Joaquin Valley Air Basin

The SJVAB is in the southern half of California's Central Valley and is approximately 250-miles long and averages 35-miles wide. The San Joaquin Valley is bordered by the Sierra Nevada Mountains to the east, the Coast Ranges to the west, and the Tehachapi mountains to the south. There is a slight downward elevation gradient from Bakersfield in the southeast end to sea level at the northwest end where the valley opens to the San Francisco Bay at the Carquinez Straits. At its northern end is the Sacramento Valley, which comprises the northern half of California's Central Valley. The bowl shaped topography inhibits movement of pollutants out of the Valley.

The SJV is in a Mediterranean Climate Zone. Mediterranean Climates Zones occur on the west coast and are influenced by a subtropical high-pressure cell most of the year. Mediterranean Climates are characterized by sparse

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact		
rainfall, which occurs mainly in winter. Summers are hot and dry. Summertime maximum temperatures often exceed 100 degrees Fahrenheit in the Valley.						
The subtropical high-pressure cell is strongest during spring, summer, and fall and produces subsiding air, which can result in temperature inversions in the Valley. A temperature inversion can act like a lid, inhibiting vertical mixing of the air mass at the surface. Any emissions of pollutants can be trapped below the inversion. Most of the surrounding mountains are above the normal height of summer inversion (1,500 to 3,000 square feet).						
Winter-time high pressure events can often last many weeks with surface temperatures often lowering into the 30s degrees F. During these events, fog can be present and inversions are extremely strong. These wintertime inversions can inhibit vertical mixing of pollutants to a few 100 feet.						
Wind						
Wind speed and direction play an important role in dispersion and transport of air pollutants. Wind at the surface and aloft can disperse pollution by mixing and transporting the pollution to other locations. The region's topographic features restrict air movement and channel the air mass toward the southeastern end of the Valley. The Coastal Range is a barrier to air movement to the west and the high Sierra Nevada range is a significant barrier to the east. A secondary, but significant, summer wind pattern is from the southeasterly direction and can be associated with nighttime drainage winds, prefrontal conditions, and summer monsoons.						
San Joaquin Valley Air Basin Monitoring						
The SJVAB consists of eight counties, from San Joaquin County to the north to Kern County in the South. The closest monitoring station to the Study Area is located at Hanford's South Irwin Street Monitoring Station. The station monitors particulates, ozone, carbon monoxide, and nitrogen dioxide.						
The SJVAB is nonattainment for ozone (1 hour and 8 hour) and particulate matter. In accordance with the Federal Clean Air Act (FCAA), EPA uses the design value at the time of standard promulgation to assign nonattainment areas to one of several classes that reflect the severity of the nonattainment problem.						
The SJVAB was reclassified from a "serious" nonattainment area for the 8-hour ozone standard to "extreme" effective June 4, 2010.						
Maximum Pollutant Levels at Hanford's South Irwin Street Monitoring Station						
Pollutant	Time Avg.	2012 Max.	2013 Max.	2014 Max.	National Standards	State Standards
Ozone (O3)	1 hour	0.109 ppm	0.104 ppm	0.108 ppm	NA	0.009 ppm
Ozone (O3)	8 hour	0.094 ppm	0.098 ppm	0.0904 ppm	0.075 ppm	0.070 ppm
Carbon Monoxide (CO)	8 hour	0.033 ppm	*	*	9.0 ppm	9.0 ppm
Nitrogen Dioxide (NO2)	1 hour	0.056 ppm	0.058 ppm	0.050 ppm	100 ppm	0.18 ppm
Nitrogen Dioxide (NO2)	Annual Average	0.009 ppm	0.010 ppm	0.010 ppm	0.053 ppm	0.030 ppm
Particulates (PM 10)	24 hour	128.0 µg/m3	177.0 µg/m3	131.3 µg/m3	150 µg/m3	50 µg/m3
Particulates (PM 10)	Federal Annual	40.3 µg/m3	50.3 µg/m3	47.8 µg/m3	NA µg/m3	20 µg/m3

		Potentially Significant Impact	Significant	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Particulates (PM 2.5)	Arithmetic Mean 24 hour	64 µg/m3	128.7 µg/m3	96.7 µg/m3	35 µg/m3	NA
Particulates (PM 10)	Federal Annual Arithmetic Mean	14.8 µg/m3	18.1 µg/m3	17.4 µg/m3	12 µg/m3	12 µg/m3

Notes:

NA = Not Applicable (there is no standard for this pollutant)

* = There was insufficient data available to determine the value

ppm = parts per million

µg/m3 = microgram per cubic meter

Attainment Status

Air quality impacts from proposed projects within Hanford are controlled through policies and provisions of the San Joaquin Valley Air Pollution Control District (SJVAPCD). In order to demonstrate that a project would not cause further air quality degradation in either of the SJVAPCD's plan to improve air quality within the air basin or federal requirements to meet certain air quality compliance goals, each project should also demonstrate consistency with the SJVAPCD's adopted Air Quality Attainment Plans (AQAP) for ozone and PM10. The SJVAPCD is required to submit a "Rate of Progress" document to ARB that demonstrates past and planned project toward reaching attainment for all criteria pollutants. The CCAA requires air pollution control districts with severe or extreme air quality problems to provide a 5% reduction in non-attainment emissions per year. The Air Quality Attainment Plans prepared for the SJV by the SJVAPCD complies with this requirement.

Air pollution sources associated with stationary sources are regulated through the permitting authority of the SJVAPCD under the New and Modified Stationary Review Rule (SJVAPCD Rule 2201). Owners of any new or modified equipment that emits, recues, or controls air contaminants, except those specifically exempted by the SJVAPCD, are require to apply for an Authority to Construct and Permit to Operate (SJVAPCD Rule 2010). Additionally, best available control technology is required on specific types of stationary equipment and are required to offset both stationary source emission increases along with increases in cargo carrier emissions if the specified threshold levels are exceeded (SJVAPCD Rule 2201, 4.7.1). Through this mechanism, all stationary sources within the Study Area would be subject to the standards of the SJVAPCD to ensure that new developments do not result in net increases in stationary sources of criteria air pollutants.

Existing Air Quality

Air pollutant emissions generated from projects constructed under the implementation of the General Plan would be required to adhere to SJVAPCD rules and regulations and therefore, would not exceed SJVAPCD thresholds.

Odor

The SJVAPCD has identified some common types of facilities that have been known to produce odors in the SJVAB. The types of facilities that are known to produce odors are shown below along with a reasonable distance from the source within which, the degree of odors could possibly be significant. Information presented in the table will be used as a screening level of analysis for potential odor sources for new development as a result of implementation of the General Plan.

Type of Facility	Distance
Wastewater Treatment Facility	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	1 mile

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Petroleum Refinery		2 mile		
Asphalt Batch Plant		1 mile		
Chemical Manufacturing		1 mile		
Fiberglass Manufacturing		1 mile		
Painting/Coating Operation (e.g., auto body shops)		1 mile		
Food Processing Facility		1 mile		
Feed Lot/Dairy		1 mile		
Rendering Plant		1 mile		

Asbestos

New development's construction phase may cause asbestos to become airborne due to construction activities. In order to control naturally-occurring asbestos dust, new development can use some of the following control actions to reduce the release of airborne asbestos fibers:

- Water wetting or road surfaces;
- Rinse vehicles and equipment;
- Wet loads of excavated materials; and
- Cover loads of excavated materials

Project Impacts

The project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

The SJVAB often exceeds the State and national ozone stands and if the new development as a result of the General Plan Update emits a substantial quantity of ozone precursors, it may contribute to an exceedance of the ozone standard. The SJVAB is also in nonattainment for State PM₁₀ air quality standards and in nonattainment for State and federal PM_{2.5} air quality standards. Therefore, substantial project emissions may contribute to an exceedance for these pollutants.

District Rule 2201, the New and Modified Stationary Source Review (NSR), is a major component of the SJVAPCD's attainment strategy as it relates to growth. It applies to new and modified stationary sources of air pollution. The SJVAPCD's attainment plans demonstrate that project-specific emissions below the SJVAPCD's offset thresholds would have a less-than-significant impact on air quality. Thus the SJVAPCD concludes that use of the NSR Offset thresholds as the consistency in significance determinations within the environmental review process and is applicable to both stationary and non-stationary emission sources.

Project Type	Pollutant/Precursor Emission (tons/year)					
	CO	NOX	ROG	SOX	PM ₁₀	PM _{2.5}
Construction Emissions	100	10	10	27	15	15
Operational Emissions (Permitted Equipment and Activities)	100	10	10	27	15	15
Operational Emissions (Non-Permitted Equipment and Activities)	100	10	10	27	15	15

Short-term (construction) emissions

Construction-related impacts are expected to be temporary in nature and can generally be reduced to a less-than-significant level through the use of mitigation measures and through compliance with applicable existing City, county, State and SJVAPCD regulations for reducing construction-related emissions. The SJVAPCD's Regulation VIII is applied to all construction sites and would constitute sufficient measures to reduce air quality impacts to a level considered less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Long-term (operational) emissions

Operational emissions are emitted from two main sources:

- 1) small, distributed sources known as area sources and
- 2) motor vehicles known as mobile sources.

All new development and infrastructure projects would be subject to SJVAPCD guidelines and regulations, including Rule 9510 (indirect source review) and Regulation VIII (Fugitive Dust Prohibitions). Existing businesses and new projects that are large employers (over 100 employees) would be subject to Rule 9410 (Employer Based Trip Reduction). Individual projects would require a project-level analysis to determine necessary mitigation strategies. As appropriate, the City of Hanford would require the implementation of the above-notated mitigation strategy intended to avoid or reduce the significant impacts identified.

Short-term (construction) emissions

Fugitive dust control rules:

- Rule 8011 – Fugitive dust administrative requirements for control of fine particulate matter
- Rule 8021 – Fugitive dust requirements for the control of fine particulate matter from construction, demolition, excavation, extraction, and earthmoving activities.
- Rule 8071 – Fugitive dust requirements for the control of fine particulate matter from vehicle and/or requirement parking, shipping, receiving, transfer, fueling, and service areas one acre or larger

Further, the new development should include the following local municipal code requirements:

- Water sprays or chemical suppressants must be applied to all unpaved roads to control fugitive emissions
- All access roads and parking areas must be covered with asphalt-concrete paving

Compliance with Regulation VIII under the SJVAPCD for all construction sites would constitute sufficient measures to reduce PM10 impacts to a level considered less than significant

Compliance with Regulation VIII under the SJVAPCD for all construction sites would constitute sufficient measures to reduce PM10 impacts to a level considered less than significant.

The following measures from the Guide for Assessing and Mitigation Air Quality Impacts are required to be implemented at construction sites for all new development built during the planning cycle of the General Plan Update:

- All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover.
- All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.
- All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.
- With the demolition of buildings up to six stories in height, all exterior surfaces of the building shall be wetted during demotion.
- When materials are transported offsite, all materials shall be covered, or effectively wetted to limit visible dust emissions, and at least 6 inches of freeboard space from the top of the container shall be maintained.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
- All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden. - Following the addition of materials to, or the removal of materials from, the surface of storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant. - Within urban areas, track out shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday. Long-Term (operational) emissions Long-term emissions from new development are generated by mobile source (vehicle) emissions and area sources such as water heaters and lawn maintenance equipment. Future development projects in the City of Hanford would be subject to the SJVAPCD's Indirect Source Review (ISR) program. The purpose of the SJVAPCD's ISR Program is to reduce emissions of NOX and PM10 from new development projects. Further, all new developments and infrastructure projects would be subject to SJVAPCD guidelines and regulations, including the ISR rule and Regulation VIII. Existing businesses and new projects that are large employers (over 100 employees) would be subject to Rule 9410 (Employer based trip reduction). <i>The project would not expose sensitive receptors to substantial pollutant concentrations.</i> Sensitive receptors are those individuals who are sensitive to air pollution, which may include children, the elderly, and persons with pre-existing respiratory or cardiovascular illness. The Air District considers a sensitive receptor to be a location that houses or attracts children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. The six criteria pollutants include ozone, CO, NO2, SO2, particulate matter, and Pb. Of the six pollutants, particle pollution and ground-level ozone are the most widespread health threats. The SJVAPCD has determined that any project would perform an ambient air quality analysis when construction activities or operational activities exceed the 100 pound per day screening level of any criteria pollutant after implementation of all enforceable mitigation measures. Exempt small development projects include: - Residential projects with 50 dwelling units or less - Commercial projects with 2,000 square feet or less - Light industrial projects with 25,000 square feet or less - Heavy Industrial projects with 100,000 square feet or less - Medical Office projects with 20,000 square feet or less - General Office projects with 39,000 square feet or less - Educational projects with 9,000 square feet or less - Government projects with 10,000 square feet or less - Recreational projects with 20,000 square feet or less - Transportation or Transit projects with construction exhaust emissions of 2 tons of NOX or PM10 or less Pre-Consultation – San Joaquin Valley Air Pollution Control District The following comments were received from the SJVAPCD:				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above consisting of subdividing 81.71 acres into 340 residential lots, a park and a basin (Project) located at the southeast corner of Centennial Drive and Fargo Avenue, in Hanford, CA. The District offers the following comments: 1. Significance Impact for Annual Criteria Pollutants Emissions – The Project specific annual emissions of criteria pollutants are not expected to exceed any of the following District significance thresholds: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5). Therefore, the District concludes that the Project would have a less than significant impact on air quality when compared to the above-listed annual criteria pollutant emissions significance thresholds. 2. District Rule 9510 (Indirect Source Review) - District Rule 9510 is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site fees. The Project may be subject to District Rule 9510 if it equals or exceeds 250 residential dwelling units and has or will receive a project level approval from a public agency. For assistance with determining if the Project is subject to Rule 9510, please call the District at (559) 230-6000 or email ISR@valleyair.org. In the case the Project is subject to Rule 9510 an AIA application is required and the District recommends that demonstration of compliance with District Rule 9510, before issuance of the first building permit, be made a condition of Project approval. Information about how to comply with District Rule 9510 can be found online at: http://www.valleyair.org/ISR/ISRHome.htm. The AIA application form can be found online at: http://www.valleyair.org/ISR/ISRFormsAndApplications.htm. 3. District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants) - In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at: http://www.valleyair.org/busind/comply/asbestosbultn.htm. 4. Regulation VIII (Fugitive PM10 Prohibitions) - The Project will be subject to Regulation VIII. The project proponent is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in District Rule 8021 – Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities. Information on how to comply with Regulation VIII can be found online at: http://www.valleyair.org/busind/comply/PM10/compliance_PM10.htm 5. Other District Rules and Regulations – The above list of rules is neither exhaustive nor exclusive. For example, the Project may be subject to the following District rules, including: Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). To identify other District rules or regulations that apply to this Project or to obtain information on the District's permit requirements, such as an Authority to Construct (ATC), the Project proponent is strongly encouraged to contact the District's Small Business Assistance Office at (559) 230-5888 or e-mail SBA@valleyair.org. Current District rules can be found online at the District's website at: www.valleyair.org/rules/1ruleslist.htm. 6. Potential Air Quality Improvement Measures - The District encourages the following air quality improvement measures to further reduce Project related emissions from construction and operation. A complete list of potential air quality improvement measures can be found online at: http://www.valleyair.org/ceqaconnected/aqimeasures.aspx. a. Cleaner Off-Road Construction Equipment – To reduce impacts from construction related exhaust emissions, the District recommends the cleanest reasonably available off-road construction fleets, as				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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set forth in §2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 Code of Federal Regulations.

- b. **Improve Walkability Design** – This measure is to improve design elements to enhance walkability and connectivity. Improved street network characteristics within a neighborhood include street accessibility, usually measured in terms of average block size, proportion of four-way intersections, or number of intersections per square mile. Design is also measured in terms of sidewalk coverage, building setbacks, street widths, pedestrian crossings, presence of street trees, and a host of other physical variables that differentiate pedestrian-oriented environments from auto-oriented environments.
- c. **Improve Destination Accessibility** – This measure is to locate the project in an area with high accessibility to destinations. Destination accessibility is measured in terms of the number of jobs or other attractions reachable within a given travel time, which tends to be highest at central locations and lowest at peripheral ones. The location of the project also increases the potential for pedestrians to walk and bike to these destinations and therefore reduces the (vehicle miles traveled) VMT.
- d. **Increase Transit Accessibility** – This measure is to locate the project with high density near transit which will facilitate the use of transit by people traveling to or from the Project site. The use of transit results in a mode shift and therefore reduced VMT. A project with a residential/commercial center designed around a rail or bus station, is called a transit-oriented development (TOD). The project description should include, at a minimum, the following design features:
 - A transit station/stop with high-quality, high-frequency bus service located within a 5-10 minute walk (or roughly ¼ mile from stop to edge of development), and/or
 - A rail station located within a 20 minute walk (or roughly ½ mile from station to edge of development)
 - Fast, frequent, and reliable transit service connecting to a high percentage of regional destinations
 - Neighborhood designed for walking and cycling
- e. **Voluntary Emission Reduction Agreement** - Design elements, mitigation measures, and compliance with District rules and regulations may not be sufficient to reduce project-related impacts on air quality to a less than significant level. In such situation, project proponents may enter into a Voluntary Emission Reduction Agreement (VERA) with the District to reduce the project related impact on air quality to a less than significant level. A VERA is a mitigation measure by which the project proponent provides pound-for-pound mitigation of air emissions increases through a process that funds and implements emission reduction projects, which are administered through the District's emission reduction incentive grant programs. A VERA can be implemented to address impacts from both construction and operational phases of a project.

The District recommends that a copy of the District's comment letter be provided to the Project proponent. District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this Project. If you have any questions or require further information, please contact Carol Flores by e-mail at carol.flores@valleyair.org or by phone at (559) 230-5935. When calling or emailing the District, please reference District CEQA number 20200402.

Analysis:

The project will be subject to District Rule 9510, which is intended to mitigate the project's impact on air quality through design elements or payment of applicable off-site mitigation fees. An Air Impact Assessment application is required to be submitted to the SJVAPCD prior to issuance of a building permit.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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The project does not propose renovation or demolition of any buildings on site, therefore, the project is not subject to District Rule 4002.

The project is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to any earthmoving activities.

A copy of the District's comments has been provided to the Project proponent. The Project proponent has been encouraged to contact the Air District's small Business Assistance Office to identify other rules and regulations the project may be subject to.

Checklist Discussion

- a) **Less than Significant Impact with Mitigation Incorporation** - The project will not disrupt implementation of the San Joaquin Valley Unified Air Pollution Control District's Air Quality Plan. Compliance with the Air District's Air Quality Plan is a requirement of development. Additionally, the applicant will be required to obtain any necessary permits through the SJVAPCD. With these mitigation measures, the project will have a less than significant impact. Coccidioides immitis, the fungus that causes valley fever, a serious and potentially long-term respiratory illness, is endemic in the soils of Kings County. Construction activities that disturb soils containing the spores of the fungus can put workers and the nearby public at risk. Effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and <http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf>. Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques.
- b) **Less than Significant with Mitigation Incorporation** – in a consultation received from the San Joaquin Valley Air Pollution Control District, it was determined that the project would not exceed the District's significance thresholds for NOX, ROG, or PM10. The District concluded that the project specific criteria pollutant emissions would have no significant adverse impact on air quality. The project will be subject to District Rule 9510, which is intended to mitigate the project's impact on air quality through design elements or payment of applicable off-site mitigation fees. An Air Impact Assessment application is required to be submitted to the SJVAPCD prior to issuance of a building permit. The project is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to any earthmoving activities.
- c) **Less than Significant with Mitigation Incorporation** – in a consultation received from the San Joaquin Valley Air Pollution Control District, it was determined that the project would not exceed the District's significance thresholds for NOX, ROG, or PM10. The District concluded that the project specific criteria pollutant emissions would have no significant adverse impact on air quality. The District concluded that the project specific criteria pollutant emissions would have no significant adverse impact on air quality. The project will be subject to District Rule 9510, which is intended to mitigate the project's impact on air quality through design elements or payment of applicable off-site mitigation fees. An Air Impact Assessment application is required to be submitted to the SJVAPCD prior to issuance of a building permit. The project is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to any earthmoving activities.
- d) **Less than Significant Impact** - There are no known pollutant concentrations that would be generated by the future residential development project that would expose sensitive receptors to substantial pollutant concentrations. The nearest potential sensitive receptors are directly to the south, east and west, where residential development is located or proposed; however, since there are not known pollutant concentrations to be emitted from the project, the project impact is considered less than significant
- e) **Less than Significant Impact** – the proposed project is for a residential development. The normal use of a

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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residential subdivision does not create objectionable odors. No objectionable odors are anticipated to occur as a result of development of the residential subdivision. Therefore, the impact is considered less than significant.

Mitigation Measures:

MM Air Quality 1: That the applicant complies with the SJVAPCDC Air Quality Plan and obtains any necessary permits through the SJVAPCD.

MM Air Quality 2: That effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and <http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf>. Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques.

MM Air Quality 3: The project is subject to District Rule 9510, which is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. The applicant is required to submit an Air Impact Assessment (AIA) application to the District prior to issuance of a building permit.

Conclusion: Less than Significant with Mitigation Incorporation -The project will not create or result in any significant air quality impacts, with the incorporation of the rules and regulations of the SJVUAPCD for dust control measures.

Source(s): Hanford General Plan (2017), General Plan Environmental Impact Report (2017), San Joaquin Valley Air Pollution Control District, California Air Resources Board 2008, Ambient Air Quality Standards (4/1/2008) <http://www.arb.ca.gov>; Consultation received from the San Joaquin Valley Air Pollution Control District on February 15, 2018 (attached)

IV. BIOLOGICAL RESOURCES -- Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
sites?				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

Environmental Setting

Natural Communities

The natural communities tracked by the California Natural Diversity Database in the Study Area and surrounding vicinity include Valley Sacaton Grassland and Valley Sink Scrub.

Valley Sacaton Grassland is mid-height to three feet tussock-forming grassland dominated by alkali sacaton. The community is fine textured and poorly drained on usually alkaline soils with generally a seasonally high water table or are overflowed during winter flooding. This community was formerly extensive in the Tulare Lake Basin.

There are two patches of riparian woodlands identified by the State Dept. of Conservation mapping program that are within the study area (City of Hanford). Riparian woodlands are one of the richest wildlife habitats in the State; however, much has been severely degraded. Less than 1% of the Central Valley's riparian vegetation is in a natural, high-quality condition. Riparian woodlands in the study area are located on the west side of 12th Avenue between Houston and Iona Avenues, and along the west side of 13th Avenue, north of Iona Avenue. They are 30 and 14 acres in size, respectively. Valley oak woodland provides habitat components such as food, cover, nesting sites, and dispersal habitat for a wide variety of wildlife. The large oak trees present in this vegetation community provide nesting opportunities for many birds of prey. Typical wildlife species in this vegetation community include California ground squirrel, western fence lizard, western scrub jay, California quail, northern flicker, northern mockingbird, mourning dove, American kestrel, and red-tailed hawk.

Vegetation within the City of Hanford consists primarily of agricultural crops with little remaining non-agricultural vegetation. Agricultural crops consist of orchard, vineyard, annual dryland and irrigated grain crops, irrigated row and field crops, and some rice production. A good portion of the study area consists of urban development, but an almost equal portion of the study area is agricultural development.

Waters/Wetlands

Queries of the National Wetland Inventory and National Hydrology Dataset reveal the presence of numerous wetlands and waters within the Study Area. The largest of the water bodies are holding ponds off of Iona Avenue and South 11th Avenue. The system is artificially flooded and manmade. Other wetland and water features are reported including emergent wetlands, freshwater wetlands, freshwater ponds, canals and ditches, and blue-line stream courses.

The only natural watercourse is Mussel Slough, remnants of which still exist on the City's western edge. The People's Ditch, an irrigation canal dug in the 1870s, traverses Hanford from north to south and portions of it still exist north of Grangeville Boulevard and west of the Santa Fe Railroad. The Sand and Lone Oak sloughs once traversed the city north and south, and remnants still remain in the southern half of the City south of SR 198. The Kings River is about 4 miles north of Hanford.

Wildlife Corridors

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Wildlife corridors are areas of habitat that connect two or more habitat patches that would otherwise be fragmented or isolated from one another.

Isolated "islands" of wildlife habitat have been created by the fragmentation of open space areas due to urbanization and other anthropogenic disturbance. Certain wildlife species, especially the larger and more mobile mammals, will not likely persist over time in fragmented or isolated habitat areas in the absence of habitat linkages due to the loss of gene flow required to maintain genetic diversity.

Within the urbanized areas of the Study Area, wildlife corridors are largely limited to linear water features, such as canals, water and flood control conveyance structures, and remnant natural ways. Surrounding the Study Area, agricultural fields and sparsely located and fragmented patches of lands containing non-agricultural vegetation located amongst the agricultural fields extend for many miles in all directions. Wildlife movement is largely uninhibited in this open space area of the Study Area outside of, and surrounding, the urbanized areas.

Standards of Significance

The project would have a significant effect on biological resources if it would:

1. Interfere substantially with the movement of any resident or migratory fish or wildlife species.
2. Substantially diminish habitat for fish, wildlife or plants.
3. Substantially affect a rare, threatened, or endangered species of animal or plant or the habitat of a rare, threatened or endangered species.

Checklist Discussion

- a) Less than significant impact –The site does not have value as a habitat for any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service.
- b) No Impact – the site does not contain any riparian habitat or other sensitive natural community.
- c) No Impact – the site is not identified as a federally protected wetland.
- d) Less than significant impact - The project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. There is not natural habitat remains within the project area.
- e) No Impacts - The project would not conflict with any local policies or ordinances protecting biological resources such as a tree preservation ordinance or policy; there is not an adopted ordinance protecting biological resources.
- f) Less than Significant Impact – the project pertains to land that has no value as natural habitat; therefore, the plan does not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Conclusion: The site is within an urban area of the City and contains no natural, undisturbed areas for habitat. The project would have a less than significant cumulative impact for biological resources.

Source(s): Hanford General Plan (2017), General Plan Environmental Impact Report (2017)

V. CULTURAL RESOURCES -- Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in Public Resources Code 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Public Resources Code 15064.5?				
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Ethnographic Setting

Hanford is situated between the former "delta" formed by the Kaweah River to the south and the Kings River to the north. Yokuts lived in villages consisting of wood frame huts covered with large tule mats. The Hanford-Lemoore region on the south side of the Kings River was home to the Nutunutu Yokuts. Across the Kings River and north of the Nutunutu, were the Wimalche people. Only one village for the Wimalche and two for the Nutunutu have been described. The Wimalche village of Ugonia was located north of the Kings River, 7 miles below Laton. The Nutunutu village of Cheou was across the river and directly west of Ugonia. Kadistin, the other Nutunutu village of Cheou was across the river and directly west of Ugonia. Kadistin, the other Nutunutu village, was at old Kingston on the south bank of the Kings River downstream from Laton. The better known Tachi Yokuts occupied the north and west shores of Tulare Lake.

The Yokuts subsistence economy emphasized fishing; hunting waterfowl; and collecting shellfish, roots, and seeds. Tules were abundant in the sloughs and their prodigious use in constructing shelters, boats, and as a food source reflected their significance in Yokuts life.

The dead were buried in a cemetery separate from the village with head facing west or northwest. Cremation was most common for the occasional individual who died away from home or in the event that the deceased was a shaman or medicine man. Among the Tachi, anyone of higher social status was cremated.

The 1833 epidemic, brought south from Oregon by a party of trappers, decimated an estimated 75% of California's native people. Entire communities were wiped out, leaving few native people to consult during the early 1900s when anthropologists were recording the recollections of elderly survivors of what has been billed as a last attempt to reconstruct the lifeways of the native people before White contact.

In 1851, the tribes gave up their lands for reservations. However, such a treaty was never ratified by Congress. The remnant of native people in the southern San Joaquin Valley was placed at the Tejon

Reservation at the foot of the Tehachapis and at the Fresno reservation at Madera. However, Tejon was later abandoned in favor of a reservation on the Tule River. Many of the Tule river residents were Tachi for whom a settlement was established near Lemoore.

By 1970, some 325 people identifying themselves as Yokuts lived on the 54,000-acre Tule River Reservation. Many of the residents were employed in the lumber industry or as laborers on farms. About one-third of the population of the Tule River Reservation lived on the much smaller Santa Rosa Reservation. Santa Rosa families would follow seasonal agricultural work.

Pioneer Settlement Period

Early development and success of the community was dictated by the railroad. Southern Pacific established a depot early in 1877 in what would become Hanford. In 1877, when the Southern Pacific Railway laid lines from Goshen to Coalinga, their path crossed through a Chinese shepherd's camp. This camp reportedly was the beginning of the City of Hanford. Hanford was named for James Madison Hanford, an auditor of the railroad, who also took a lively interest in the sale of town lots which began on January 17, 1877. Within a short time, the settlement grew to a town, and, with the powerful backing of the railway interests, Hanford ultimately became the center of trade for the region.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
In McKenney's Pacific Coast Directory, San Francisco, 1886-1887, Hanford was described as having a post, express and telegraph office, located along the Southern Pacific Railroad Company's Goshen Division, 254 miles from San Francisco, and 22 miles from Visalia. At the time, the community numbered 1,000 inhabitants and was located in the heart of the "famous Mussel Slough country," a region of rich top soils and important agricultural zone. Hanford was the principal depot for the local wheat industry and had several flouring mills along with schools, churches, and hotels. Through the early pioneer years, a series of devastating fires dampened the growth of Hanford. On July 12, 1887, a fire destroyed most of the downtown business district. On June 19, 1891, another fire destroyed portions of the downtown business district. The fires of early 1890s spurred new development using fireproof materials. National Register of Historic Places Hanford has three buildings listed on the NRHP. 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 Places. Hanford Carnegie Library The Hanford Carnegie Library, now the Hanford Carnegie Museum, was built in 1905 as one of the many Carnegie libraries that were funded by steel magnate, Andrew Carnegie. The library was replaced by a new structure at a different location in 1968. The old library was subsequently renovated and reopened as the Hanford Carnegie Museum in 1974. The building is of Romanesque Revival architecture, with displays of furniture and photos describing the history of the Hanford area. Kings County Courthouse The 1896 Kings County Courthouse was erected after Kings County was formed. The building served as the county's courthouse until 1976 when it was replaced by the new Kings County Government Center on West Lacey Boulevard. The building was listed on the National Register of Historic Places in 1978. Taoist Temple The Taoist Temple at 12 China Alley dates from 1893. It was listed on the NRHP in 1972. It is historically significant as a surviving authentic structure from Hanford's Chinatown. China Alley served the second largest population of Chinese in the U.S., behind San Francisco. While many urban Chinatowns continue to thrive, most rural Chinatowns have declined; Hanford's China Alley is unique for its retention of many original features. China Alley's survival is largely because many of its buildings are owned by a single third-generation family corporation that has, through the years, exhibited concern for the site's future. National Register of Historic Places – Eligible Resources There are a number of resources within Hanford that contribute to its unique culture, yet are not officially listed as historic resources, including the following: - Clark Center for Japanese and Art and Culture, 15770 10th Avenue - Temple Theater, 514 Visalia Street - Fox Theater - Kings Art Center, 605 N. Douty Street - Hanford Civic Auditorium, 400 N. Douty Street - Hanford Veteran's Memorial Building Paleontological Resources				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A paleontological resources report was not prepared for the General Plan, as there are recent paleontological resources reports for areas within the vicinity. The geology of the area includes the Modesto Formation, Tulare Lakebeds, and Quaternary alluvium. Between overlies sediments of the late-Pleistocene to early-Holocene Modesto Formation. From Hanford south to approximately Delano, Tulare Lakebed deposits are exposed at or near the surface. Pre-Consultation Received Consultation was received from Samantha McCarty with the Santa Rosa Rancheria Tachi-Yokut Tribe on May 29, 2020 providing the following, "Thank you for contacting the Santa Rosa Rancheria Tachi-Yokut Tribe regarding: Vesting Tentative Tract 928 APN: 009-030-158, -005, -115. Due to the location and tribal history, the Tribe is requesting to have tribal monitors out on during all ground disturbance related to the site including but not limited to: water ponds, grading, excavation, trenching, and utilities. If you have any questions or comments, please contact me directly or the Santa Rosa Rancheria Cultural Department. Thank you." Analysis: The project will incorporate this request as a mitigation measure. MM Cultural Resources: That tribal monitors are required during all ground disturbance activities, including but not limited to: water ponds, grading, excavation, trenching, and utilities. Consultation Meeting On January 10, 2017, the City of Hanford met with the Tachi Yokut Tribe, on a different project in order to establish conditions, which would apply to all projects in the City of Hanford, which required an initial study. In order to address the concerns of the Tachi Yokut Tribe, the City is requiring the following as mitigation measures: - That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities. (This condition applies as a mitigation measure to all projects that require an initial study). In accordance with Assembly Bill 52, formal notification of determination to undertake a project and notice of consultation opportunity, pursuant to Public Resources Code Section 21080.3.1 was sent to the Tachi Yokut Tribe. A response has not been received, as of the date of preparation of this environmental assessment. Thresholds of significance The project would have a significant impact on cultural resources if it would: - Cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5 - Cause a substantial adverse change in the significance of an archeological resource, pursuant to Section 15064.5; - Directly or indirectly destroy a unique paleontological resource or site or unique geological feature; or - Disturb any human remains, including those interred outside of formal cemeteries - That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities. Significance Criteria The project may have a significant impact on cultural resources if it causes substantial adverse changes in the significance of a historical or archaeological resource as set forth by the California Register of Historic Places and Section 106 of the National Historic Preservation Act; directly or indirectly destroys a unique paleontological resource or site. Checklist Discussion a) Less than Significant Impact - The project would not cause a substantial adverse change in the significance of				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a historical resource as defined in 15604.5 of the CEQA Guidelines, as the site is not registered as a historical resource. b) Less than Significant Impact with Mitigation Measures – Consultation was received from Samantha McCarty with the Santa Rosa Rancheria Tachi-Yokut Tribe on May 29, 2020 providing the following, "Thank you for contacting the Santa Rosa Rancheria Tachi-Yokut Tribe regarding: Vesting Tentative Tract 928 APN: 009-030-158, -005, -115. Due to the location and tribal history, the Tribe would be requesting to have tribal monitors out on during all ground disturbance related to the site including but not limited to: water ponds, grading, excavation, trenching, and utilities. If you have any questions or comments, please contact me directly or the Santa Rosa Rancheria Cultural Department. Thank you." MM Cultural Resources 1: That tribal monitors are required during all ground disturbance activities, including but not limited to: water ponds, grading, excavation, trenching, and utilities. Due to the prior meeting with the Tachi Yokut Tribe on January 10, 2017, the lead agency is requiring that: MM Cultural Resources 2: That a Burial Treatment Plan be entered in to by the applicant/property owner prior to any earth disturbing activities. c) Less than Significant Impact - The project will not directly or indirectly destroy any unique paleontological resource or site, as the site has not been identified as containing unique paleontological resource nor unique geological feature. d) See B. Mitigation Measures MM Cultural Resources 1: That tribal monitors are required during all ground disturbance activities, including but not limited to: water ponds, grading, excavation, trenching, and utilities. MM Cultural Resources 2: That a Burial Treatment Plan be entered in to by the applicant/property owner prior to any earth disturbing activities. Conclusion: The incorporation of mitigation measures requested from the Tachi Yokut Tribe will reduce the impacts of development on Cultural Resources. Source(s): Hanford General Plan (2017), California Health and Safety Code, Public Resources Code, consultation letter sent in accordance with Public Resources Code, Section 21080.3.1(b); meeting with the Tachi Yokut Tribe on January 10, 2017.				
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☒	☐	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
iv) Landslides?	☐	☒	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Environmental Setting

Geology

The topography of the City is relatively flat with a gradual slope generally from east to west. The City is located at 249 feet above mean sea level (msl).

The soil is defined as alluvial fan surfaces that are mantled with very deep, well-drained, saline-alkali soils. An alluvial fan is a fan-shaped alluvial deposit formed by a stream where its velocity is abruptly decreased.

Soil

The City of Hanford consists of the following soil types: 1) Cajon sandy loam, 2) Excelsior sandy loam, 3) Garces loam, 4) Kimberlina fine sandy loam, saline alkali 5) Kimberlina fine sand loam, sandy substratum, 6) Kimberlina saline alkali-Garces complex 7) Nord fine sandy loam, 8) Nord fine sandy loam, saline alkali, 9) Nord complex, 10) Wasco sandy loam (0-5% slopes), and 11) Whitewolf coarse sandy loam. Each of these soil types is not subject to annual flooding or ponding, and for the most part has a very low to medium surface runoff class, and is well drained. A runoff class indicates the potential for a soil to become saturated when excess storm water begins to flow at the ground surface.

Seismicity

The greatest potential for seismic activity in the City is posed by the San Andreas Fault, which is located approximately 46.5 miles southwest of the western boundary of the Study Area. The White Wolf Fault, located near Arvin and Bakersfield to the southwest in Kern County, which has the potential to cause seismic hazards for the County to a much lesser degree than the San Andreas Fault.

Fault Rapture

Kings County doesn't have any major fault system within its boundaries.

Strong Seismic Ground Shaking

Kings County has not experienced any damaging earthquake equal or greater than Richter Magnitude 6.0 over the last 200 years. The Uniform Building Code has four seismic zones in the US ranging from I to IV, the higher the number, the higher the earthquake danger. All of California lies within Seismic Zone III or IV, Kings County is within Zone III, which equates to the potential to experience 0.3 meters/second squared ground acceleration, which would result in very strong to severe perceived shaking and moderate to heavy potential.

Liquefaction

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Liquefaction occurs when saturated, loose materials are weakened and transformed from a solid to a near-liquid state as a result of increased pore water pressure. For liquefaction to occur, surface and near-surface soil must be saturated and be relatively loose. Liquefaction more often occurs in areas underlain by young alluvium where the groundwater table is higher than 50 ft. below ground surface. In the City, the range is generally between 120 ft to 160 feet below ground surface, therefore, the potential for liquefaction is not very probable. Soil Erosion Soil erosion, which can be caused by wind and water runoff, is a type of soil degradation. The potential for erosion to occur is affected by the soil's properties. The soil in the City and surrounding study area is generally sandy loams, fine sandy loams, and loams. The area's erodibility factor ranges from 0.19 to 0.38 depending on the soil type and percentage of organic matter. Based on this range, the soils in the study area have medium susceptibility to sheet and rill erosion by rainfall. Lateral Spreading (Landslides) Lateral spreading is large horizontal ground displacements due to earthquake-induced liquefaction. Lateral spreading also refers to landslides that commonly form on gentle slopes that have rapid, fluid-like movement. Lateral spreading generally occurs on 0.3 to 5% slopes underlain by loose sand and shallow groundwater. Subsidence Land subsidence is the gradual settling or sudden sinking of the ground surface due to movement of the ground materials. It is generally caused by three distinct water-related causes: 1) compression of layers of clay and silt within an aquifer, 2) oxidation and drainage of organic soils, 3) dissolution and collapse of susceptible rocks. Subsidence is occurring within the San Joaquin Valley. The primary causes for subsidence in the SJV are groundwater-level decline (due to overdraft) and subsequent aquifer compaction and hydrocompaction of moisture-deficient deposits above the water table. Collapsible Soil Collapsible soils consist of loose, dry, low-density materials that collapse and compact under the addition of water or excessive loading. These soils are found in areas of young alluvial fans, debris flow sediments, and loess deposits. Since the City and surrounding area includes soils that are derived from alluvial fans, there is the potential for collapsible soils. Expansive Soil Expansive soils are fine-grained soils that can undergo a significant increase in volume with an increase in water content, as well as a significant decrease in volume with a decrease in water content. The City and surrounding area's soils contain percentages of clay that generally range between 7-27%. When a soil has 35% or more clay content, it is considered a clayey soil. Since the soil types in the Study Area generally do not contain 35% clay content, the potential for expansive soils within the City and surrounding is low. Septic Systems The City does not have septic requirements for septic systems within the City. Significance Criteria The project may result in significant earth impacts if it causes substantial erosion or siltation, exposes people to geologic hazards or risk from faults, landslides or unstable soil conditions. Grading that disturbs large amounts of land or sensitive grading areas (such as slopes in excess of 20%) may cause substantial erosion or siltation. Checklist Discussion a) Less than Significant Impact with Mitigation Incorporation - i. No Impact - No portion of the project area is located within an earthquake fault zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act and therefore, development would not expose people or				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
	structures to potential substantial adverse effects, including risk of loss, injury, or death involving rupture of a known earthquake fault.			
ii.	Less than Significant Impact with Mitigation Measures – Compliance with applicable City General Plan policies, as well as the California Building Code would reduce the potential to expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving strong seismic ground shaking to a less-than-significant level.			
iii.	Less than Significant Impact with Mitigation Measures – The potential for liquefaction in the project area is low. There is a minute possibility that a rain event coupled with a concurrent seismic event may create a condition where liquefaction could occur. Compliance with applicable City General Plan policies, as well as the California Building Code would reduce the potential to expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving strong seismic ground shaking to a less-than-significant level.			
iv.	Less than Significant with Mitigation Measures – the entire City is located within an area of low landslide incidence, but, there is still a possibility that landslides could occur within the City, as a result of erosion, slope weakening through saturation, or stresses by earthquakes that make slopes fail. Geotechnical and soil studies that identify potential hazards, including landslides, would be required prior to grading activities as part of the plan check and development review process for the physical development of the area. Such technical studies would provide structural design, as needed, pursuant to the California Building Code requirements to reduce hazards to people and structures as a result of landslides.			
b)	Less than Significant Impact with Mitigation Measures – development would result in construction-related ground disturbance, as a result of grading and excavation where topsoil is exposed, moved, and/or stockpiled. Such construction-related ground disturbance could loosen soil and remove vegetation, which could lead to exposed or stockpiled soils made susceptible to peak storm water runoff flows and wind forces. Such disturbances could result in substantial soil erosion or topsoil, which is a potentially significant impact. Adherence to the Hanford Municipal Code Chapter 15.52 Flood Damage Prevention Regulation, and the California Building Code, along with the plan check and development review process, would assist the development of property erosion controls during operation of future development to a less than significant impact.			
c)	Less than Significant Impact with Mitigation Measures: See a.			
d)	Less than Significant Impact – Expansive soils are fine-grained soils that can undergo a significant increase in volume with an increase in water content, as well as a significant decrease in volume with a decrease in water content. The City and surrounding area's soils contain percentages of clay that generally range between 7-27%. When a soil has 35% or more clay content, it is considered a clayey soil. Since the soil types in the Study Area generally do not contain 35% clay content, the potential for expansive soils within the City and surrounding is low.			
e)	No impact- The City does not have septic requirements for septic systems within the City. Septic is not proposed.			

Mitigation Measures:

MM Geology 1: That the development of the project complies with the applicable General Plan policies, as well as the California Building Code.

MM Geology 2: That a geotechnical and soil studies be prepared as a required by the Building Official (if applicable).

MM Geology 3: that the physical development of the project complies with the Hanford Municipal Code Section 15.52 Flood Damage Prevention Regulation and the California Building Code, along with the plan check and development review process.

Conclusion

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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The project will not result in significant impacts to geophysical conditions with mitigation measures in place, therefore the impact is considered less than significant, cumulatively.

Source(s): General Plan and General Plan EIR (2017);

VII. GREENHOUSE GAS EMISSIONS – Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Environmental Setting

Kings County and the City of Hanford

Climate change regulations require the City to take action to reduce emissions under its jurisdiction and influence. The countywide Regional Climate Action Plan (CAP) is a separate action through KCAG that was adopted by the City on May 27, 2014. The Kings County Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the San Joaquin Valley Blueprint are also incorporate policy into the General Plan. this strategy of integrating regional planning documents help Hanford identify land use, transportation, and related policy measures and investments that could reduce GHGs from passenger cars and light-duty trucks, as part of the development of a SCS in compliance with Senate Bill 375.

Commercial and residential space heating and cooling comprise a large share of direct energy use in Kings County. Other major energy users include agricultural production and industrial facilities. In Kings County, automobiles and commercial vehicles are the largest energy consumers in the transportation sector.

Global Climate Change

Climate change is a change in the average weather of the Earth that may be measured by alterations in wind patterns, storms, precipitation, and temperature. These changes are assessed using historic records of temperature changes occurring in the past, such as during previous ice ages.

The United Nations Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHG needed to stabilize global temperatures and climate change impacts. The IPCC predicted that global mean temperature change from 1990 to 2100, given six scenarios, could range from 1.1 degrees Celsius to 6.4 degrees C. Regardless of analytical methodology, global average temperatures and sea levels are expected to rise under all scenarios.

Increased Temperatures and Extreme Heat events

Climate change is expected to lead to an increase in ambient average air temperatures with greater increases expected in summer than in winter months. Larger temperature increases are anticipated in inland communities, as compared to the CA coast.

The potential health impacts from sustained and significantly higher than average temperatures include heat stroke, heat exhaustion, and the exacerbation of existing medical conditions such as cardiovascular and respiratory diseases, diabetes, nervous system disorders, emphysema, and epilepsy. Increased temperatures also pose a risk to human health when coupled with high concentrations of ground-level ozone and other air pollutants, which may lead to increased rates of asthma and other pulmonary diseases.

Other impacts related to increased temperatures and heat waves include:

- Increased urban "heat island" effect – urban heat islands are especially dangerous because they are both hotter

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
during the day and do not cool down at night, increasing the risk of heat-related illness - Reduced freezing events –reduced freezes could lead to increase incidence of disease as vectors and pathogens do not die off. In addition, fewer events of freezing would impact CA's food production and indirectly the food supply in Kings County. - Increased energy demand for air conditioning and refrigeration				
Greenhouse Gases Gases that trap heat in the Earth's atmosphere are called greenhouse gases. Some of the solar radiation that enters Earth's atmosphere is absorbed by the Earth's surface, and some is reflected back toward space. of the radiation reflected back toward space, GHG's will absorb a part. As a result, radiation that otherwise would have escaped back into space is retained, resulting in a warming of the atmosphere. Some levels of GHGs are essential for maintaining temperatures supportive of life on Earth. Without naturally-occurring GHGs, the Earth's surface would be about 61 degrees cooler. This phenomenon is known as the greenhouse effect. Many scientists believe that emissions from human activities – such as electricity generation, vehicle emissions, and farming and forestry practices have elevated GHGs in the atmosphere beyond naturally-occurring concentrations, contributing to global climate change. The six primary GHGs are: - Carbon dioxide (CO₂), emitted when solid waste, fossil fuels (oil, natural gas, and coal) and wood and wood products are burned - Methane (CH₄), produced through the anaerobic decomposition of waste in landfills, animal digestion, decomposition of animal wastes, production and distribution of natural gas and petroleum, coal production, and incomplete fossil fuel combustion. - Nitrous oxide (N₂O), typically generated as a result of soil cultivation practices, particularly the use of commercial and organic fertilizers, fossil fuel combustion, nitric acid production, and biomass burning - Hydrofluorocarbons (HFCs), primarily used as refrigerants - Perfluorocarbons (PFCs), originally introduced as alternatives to ozone depleting substances and typically emitted as by-products of industrial and manufacturing processes - Sulfur hexafluoride (SF₆), primarily used in electrical transmission and distribution systems There are currently no State regulations in CA that establish ambient air quality standards for GHGs. However, the State of CA has passed legislation directing the CA Air Resources Board to develop actions to reduce GHG emissions. A CalEEMod analysis of the project emissions is attached to this report – emissions do not exceed the level of significance for any criteria pollutant. Significance Criteria The project would have a significant impact on GHG emissions if it would: - Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or - Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs Checklist Discussion a. Less than Significant Impact - In the General Plan EIR, impacts to Greenhouse Gas emissions were evaluated. The growth based on land use and population intensities proposed under the General Plan is anticipated to generate 1,134,876.19 metric tons of CO₂e per year using an operational year of 2005, which includes area, energy, mobile, waste, and water sources. BAU is referred in ARB's ABB 32 Scoping Plan (CARB 2012) as emissions occurring in 2020 if the average baseline emissions during the 2002-2004 period grew to 2020 levels, without control. As a result, an estimate of the General Plan Update's operational emissions in 2005 were compared to operational emissions in 2020 in order to determine if the General Plan Update would meet the 29% emission reduction. The SJVAPCD has reviewed relevant scientific information related to GHG emissions and has determined they are not able to determine a specific quantitative level of GHG emissions increase, above which a project would have a significant impact on the environment, and below which would have an insignificant impact. As a result, the SJVAPCD has determined that the General Plan Update's ability to achieve at least a 29% GHG emission reduction compared to BAU would be determined to have a less-than-significant individual				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
and cumulative impact for GHG.				
The project complies with the General Plan policy, which includes emission reductions that mitigate GHG emission generation to a less than significant level.				
b. Less than Significant Impact – The project is consistent with the policies of the General Plan, which consists of numerous land uses and goals and policies to provide for a more walkable community in the Hanford area. The goals and policies of the General Plan are intended to assist in reducing operational emissions. In addition, the General Plan policy meet 10 of the 12 Smart Growth Principles cited in the San Joaquin Valley Blueprint.				
Conclusion				
The project is consistent with the General Plan, which provides policy to mitigate impacts of GHG to a less than significant level.				
Source(s): General Plan Update (2017), General Plan Update EIR (2017), San Joaquin Valley Air Pollution Control District, Final Regional Climate Action Plan				
VIII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of	☐	☐		☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			☒	

Environmental Setting

Hazardous material are substances that, because of physical or chemical properties, quantity, concentration, or other characteristics may either cause an increase in mortality or an increase in serious, irreversible, or incapacitating illness or pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, disposed of, or otherwise managed. Hazardous materials have been and are commonly used in commercial, agricultural, and industrial applications and, to a limited extent, in residential areas.

Hazardous wastes are hazardous materials that no longer have practical use, such as substances that have been discarded, discharged, spilled, contaminated, or are being stored prior to proper disposal. Large quantities of hazardous materials are transported along State Route 198, 43, and freight rail lines that pass through Hanford, making it susceptible to hazardous spills, releases, or accidents.

Pursuant to AB 2948, Kings County adopted the *County Hazardous Waste Management Plan*. Under state law, all industries and agricultural operations that store or handle specific quantities of hazardous materials must provide the County with a hazardous materials business plan detailing the location and quantities of their hazardous materials.

Brownfields

A brownfield site is land previously used for industrial purposes or some commercial uses that may be contaminated by low concentrations of hazardous waste or pollution, and has the potential to be reused once it is cleaned up. The City has one brownfield site, located south of Third Street, north of Davis Street, west of the BNSF railroad tracks, and east of 11th Avenue.

Airport Hazards

Hanford Municipal Airport – a general aviation facility serving Kings County and the surrounding communities of Hanford, Armona, and Lemoore in south-central CA.

Emergency Response

Kings County's Office of Emergency Management (OEM) is the County's emergency management agency, responsible for coordinating multi-agency responses to complex, large-scale emergencies and disasters within Kings County. OEM develops and maintain the Emergency Operations Plan (EOP), which serves as a guideline for who will do what, as well as when, with what resources, and by what authority- before, during, and immediately after an emergency.

Significance Criteria

The project may result in significant hazards if it does any one of the following:

1. Create a public health hazard
2. Involve the use or production, disposal or upset of materials which pose a hazard to people in the area or interferes with an emergency response plan
3. Violates applicable laws intended to protect human health and safety or would expose workers to conditions that do not meet health standards.

Checklist Discussion

- a) **Less than Significant with Mitigation Incorporation**– that the routine use of a residence does not involve the routine transport, use, or disposal of hazardous materials. If hazardous materials at or above threshold reporting quantities (55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a gas) will be kept on site during the construction phase, a Hazardous Materials Business Plan must be filed online at <http://cers.calepa.ca.gov> within 30 days of beginning operations. Hazardous materials are broadly defined, and include fuel, lubricants, antifreeze, motor vehicle batteries, welding gases, paints, solvents, glues, agricultural chemicals, etc. Please contact our office if you require assistance with the online registration process. Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact the Kings County Environmental Health Department at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation. Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system				
b) See a.				
c) Less than Significant Impact - there is not a school site within a ¼ mile of the project site. The General Plan restricts land uses around schools, such as industrials uses, that could result in emitted hazardous emissions or handled hazardous or acutely hazardous materials, substances, or wastes within ¼ mile of an existing or proposed school that would result in significant adverse impacts to school sites. The routine use of a residence does not involve the hazardous materials.				
d) No Impact – the project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5				
e) No Impact -The project site is not located within two miles of a public airport/airstrip therefore there is no impact.				
f) No Impact -The project site is not located within two miles of a private airport/airstrip therefore there is no impact.				
g) Less than Significant Impact - development has the potential to strain the emergency response and recovery capabilities of federal, state, and local government. Compliance with the General Plan policies to ensure adequate emergency response and maintain current plans reduces the impact of development. This plan is consistent with the policy of the General Plan, therefore, impacts are considered less than significant.				
h) Less than Significant Impact– The City of Hanford is located within a zone considered by CAL FIRE to have low to no potential for wildland fires, therefore, the impact is considered less than significant.				

Mitigation Measure

- **MM Hazard 1:** If hazardous materials at or above threshold reporting quantities (55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a gas) will be kept on site during the construction phase, a Hazardous Materials Business Plan must be filed online at <http://cers.calepa.ca.gov> within 30 days of beginning operations. Hazardous materials are broadly defined, and include fuel, lubricants, antifreeze, motor vehicle batteries, welding gases, paints, solvents, glues, agricultural chemicals, etc. Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact the Kings County Environmental Health Department at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation.
- **MM Hazard 2:** Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact our office at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation.

Conclusion

The impact from hazards and hazardous materials are expected to be less than significant with mitigation measures to be applied for any hazardous construction materials.

Source: 2017 General Plan and General Plan EIR, State of California Hazardous Waste and Substance List

IX. HYDROLOGY AND WATER QUALITY -- Would the project:

a) Violate any water quality standards or waste	☐	☒	☐	☐
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
discharge requirements?				
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☒	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☒	☐	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☒	☐	☐
f) Otherwise substantially degrade water quality?	☐	☒	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Environmental Setting

Climate

The City is located in the southwest portion of the Central Valley of CA and the City's climate is semi-arid. Semi-arid climates in CA tend to have precipitation patterns closer to Mediterranean climates with wet winters. The Central Valley has greater temperature extremes than coastal areas because it is less affected by the moderating influence of the Pacific Ocean. Most of the rainfall in Hanford occurs in the winter months as the Gulf Stream shifts southward from northern latitudes in the wintertime. However, because of the inland location and "rainshadow effect" caused by the coastal mountain ranges, Hanford typically gets less rainfall during the winter than coastal areas to the west. The

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
rainshadow effect refers to a reduction of precipitation commonly found on the leeward side of a mountain. Average precipitation is about 8 inches.				
Surface Water Resources				
Tulare Lake Basin				
The City and surrounding area is located in the Central Valley's Tulare Lake Basin. This Basin covers 10.5 million acres and encompasses the drainage area of the Central Valley south of the San Joaquin River. Surface water from this basin only drains into the San Joaquin River in years of extreme rainfall. The Tulare Lake Basin is within the jurisdiction of the Central Valley Regional Water Quality Control Board.				
South Valley Floor Watershed				
The Study Area is located in the South Valley Floor Watershed, which is the largest watershed in the Tulare Lake Basin at about 8,235 square miles (5.3 million acres). A large portion of the surface water supply in the watershed comes from imported water, including water supplied through the San Luis Canal/CA Aqueduct System, Friant-Kern Canal, and Delta-Mendota Canal. Agriculture is the primary land use type in the watershed, encompassing approximately 67% of the total land area. Open space is secondary at 25% of the total land area and urban land uses represents about 6%.				
Local				
Most of the water surface features in the City and surrounding nearby areas are manmade conveyance structures for stormwater control. The only natural watercourse is Mussel Slough, remnants of which still exist on the City's western edge. The People's Ditch, an irrigation canal dug in the 1870s, traverses Hanford from north to south and portions of it still exist north of Grangeville Boulevard and east of the Santa Fe Railroad. The Sand and Lone Oak sloughs once traversed the city north and south, and remnants still remain in the southern half of the City south of State Route 198. The Kings River is about 4 miles north of Hanford.				
Surface Water Quality				
There are no surface water bodies within the vicinity of the City that are listed as impaired per the US Environmental Protection Agency 2010 CA List of Water Quality Limited Segments.				
Groundwater Resources				
Regional				
The City and surrounding area is located in the Tulare Lake Hydrologic Region, San Joaquin Valley Groundwater Basin, Tulare Lake Subbasin.				
Local				
The City exclusively uses groundwater for its potable water supply. The City's municipal water system extracts its water supply from underground aquifers via 14 active groundwater wells with depths that range from 1300 to 1700 feet below ground surface (bgs). In cooperation with the Peoples Ditch Company and the Kings County Water District, excess Kings River water and stormwater flows are conveyed to 125 acres of drainage and slough basins located throughout the City to help replenish groundwater. The basins account for approximately 568 acre-feet of available water retention and the City is planning to add approximately 317 acre feet of additional basins located along major drainage channels within the City for groundwater recharge as well as flood protection.				
Groundwater Quality				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Groundwater quality in the Tulare Lake Subbasin ranges from calcium bicarbonate in type in the northern portion to a sodium bicarbonate type in the lakebed. Total dissolved solids in the Subbasin typically range from 200 to 600 milligrams per liter and can be as high as 40,000 mg/L in shallow groundwater with drainage problems. the City reports electrical conductivity in 14 wells ranging from 560 micromhos per centimeter to 1,100 microhos per centimeter. There are also areas of shallow, saline groundwater in the southern portion of the Subbasin, localized areas of high arsenic and the City reports odors caused by the presence of hydrogen sulfide. The EPA and State Water Resource Control Board have set the arsenic standard for drinking water at 0.01 parts per million and, in order to meet these standards, the City now drills wells up to 1,500 feet deep. Floodplains Only 48.6 acres are located within the 100-year floodplain. This accounts for 0.003% of the total area in the Planned Area of the City. Significance Criteria The project may result in significant impacts if it would violate any water quality standards or waste discharge requirements, substantially deplete groundwater supplies or interfere with groundwater recharge; substantially alter the existing drainage pattern of the site or substantially increase the rate of surface runoff; exceed the existing drainage system. Checklist Discussion a) Less than Significant Impact with Mitigation Measures – - Construction: potential impacts on water quality arise from erosion and sedimentation are expected to be localized and temporary during construction of new development. All new development that disturb more than one acre are required to comply with the General Permit Order No. 2012-0006-DWQ during construction. Proponents of new development would have to develop and implement a stormwater pollution prevention plan (SWPPP) that specifies best management practices (BMPs) to prevent construction pollutants from contacting stormwater, with the intent of keeping all products of erosion from moving off-site and into receiving waters; eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States; and inspect all BMPs. - Operation: The development will be required to implement appropriate minimum control measures (MCMs) and design standards in compliance with Phase II General Permit as outlined in the Stormwater Management Plan as well as the City's grading plan and site development requirements. The development shall incorporate best management practices and adhere to design standards to maximize the reduction of pollutant loadings in that runoff to the maximum extent practical. The City Building Division and Public Works Department will review and approve grading plans and site development requirements for the new development. b) Less than Significant Impact –The current and future efforts of the City and Kings County Water District coupled with the requirement to comply with the Sustainable groundwater management act through the Groundwater Sustainability Plan process ensures that future development as an implementation of the General Plan would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. c) See a. d) Less than Significant Impact with Mitigation Measures – with the approval of grading plans and site development requirements by the City Building Division that incorporates BMPs and design standards, the new development operations would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite. Conditions of approval regarding storm water include the following:				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Storm Drainage Improvements:				
1. That the developer's engineer shall provide a storm drainage master plan complete with calculations for the entire subdivision for City Public Utilities and Engineering Department review and approval prior to recording a subdivision final map for the development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision. 2. That all drainage from proposed development shall be retained in retention drainage basin located as shown on the tentative subdivision map. The basin expansion shall be constructed in conformance with City Standards and the entrance to the basin shall be relocated to N. Mustang Drive. 3. That developer shall be required to comply with State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.				
e) Less than Significant Impact with Mitigation Measures and impact fee payment – The development is required to undergo a site development requirements approval process with the City Building Division that would include developing necessary stormwater drainage improvements to sufficiently capture and treat polluted runoff. New development would also be required to pay a stormwater system development fee. This development fee is required for all new development in order to pay the cost of capital improvements for the City of Hanford stormwater system.				
f) See a.				
g) No Impact. – the project site is not located within a flood zone as shown in the Flood Insurance Rate Map for Hanford (Panel 06031C 0185C, June 16, 2009) therefore there is no impact.				
h) See g.				
i) See g.				
j) No impact – the project site is not located by the ocean. Therefore, there is no risk that new development would be inundated by tsunamis. A mudflow is a flow of soil or fine-grained sediment mixed with water down a steep unstable slope. The project area is relatively flat and does not contain slopes steep enough to cause mudflow. The project would not be downgraded from aboveground water storage tanks.				
Mitigation Measures:				
Conclusion:				
MM Hydrology 1: Development that disturbs more than one acre is required to comply with the General Permit Order No. 2012-0006-DWQ during construction. Proponents of new development would have to develop and implement a stormwater pollution prevention plan (SWPPP) that specifies best management practices (BMPs) to prevent construction pollutants from contacting stormwater, with the intent of keeping all products of erosion from moving off-site and into receiving waters; eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States; and inspect all BMPs.				
MM Hydrology 2: New development would be required to implement appropriate minimum control measures (MCMs) and design standards in compliance with Phase II General Permit, as outlined in the Stormwater Management Plan, as well as the City's grading plan and site development requirements.				
MM Hydrology 3: New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate best management practices/design standards.				
MM Hydrology 4: New development would have to incorporate best management practices and adhere to design standards to maximize the reduction of pollutant loadings in runoff to the maximum extent practical.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Less than Significant Impact with Mitigation Measures – With the incorporation of mitigation measures, the impacts to hydrology and water quality are considered less than significant.

Source: 2017 General Plan, 2017 General Plan Update, Hanford Storm Water Master Plan, State of California Department of Water Resources

X. LAND USE AND PLANNING - Would the project:

a) Physically divide an established community?	☐	☐	☒	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Environmental Setting

The City is predominantly surrounded by agricultural land uses and is characterized as a low rise community dominated by low-density, single-family housing along with some limited pockets of multi-family housing, low-intensity commercial uses, and several industrial areas. The City's older urban development lies north of the Union Pacific railroad tracks and south of Grangeville Boulevard, while the newly urbanized areas are north of Grangeville Boulevard. The majority of land within the City's planned area consists of agricultural, open space, and single-family residential uses.

Setting

The project is located in the northwesterly quadrant of Hanford within the City limits. The property is located south of Fargo Avenue, east of Centennial Drive. The site is surrounded on the east, west, and south by single-family residential. North of the property is large-lot single-family residences and agricultural land.

The property is designated as Low-Density Residential by the General Plan and zoned R-L-5 Low-Density Residential.

Significance Criteria

The project may result in significant impacts if it physically divides an established community, conflicts with existing off-site land uses, causes substantial adverse change in the types or intensity of land use patterns or conflicts with any applicable land use plan, policy or regulation.

Checklist Discussion

- Less than significant impact – The project will not physically divide an established community. The project proposes to develop a vacant parcel that was previously planned for single-family residential development under Tentative tract 861. There are single-family residential properties located east, west and south of the project site.
- Less than significant impact – The project is consistent with the General Plan, specifically the Low-Density Residential designation. The project proposes a gross density of 4.64 units per acre, which is within the allowable density range prescribed by the General Plan for the Low-Density Residential designation, which is between two and ten units per acre. The subdivision is consistent with the R-L-5 Low-Density Residential zoning for the site. All parcels meet the required lot size, frontage, width and depth of the R-L-5 Low-Density Residential zone district.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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- c) No Impact – The City is not included in any habitat conservation plan or natural community conservation plan, nor are there plans to be involved.

Conclusion

The project is being developed consistent with the General Plan, specifically the Land Use Element and will not have significant impacts to Land Use and Planning.

Sources: City of Hanford General Plan (2035), City of Hanford Municipal Code (2017)

XI. MINERAL RESOURCES -- Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Environmental Setting

Oil and Gas

The planning area is not found within a Division of Oil, Gas, and Geothermal Resources recognized oil field and does not contain any areas that have been designated for mineral recovery by the Kings County General Plan.

Sand and Gravel

The only mineral resources that could occur within the vicinity of the City are sand and gravel operations for road and building construction, but there are currently no significant deposits and no active mines.

Significance Criteria

The project would create significant impacts to mineral resources if there was a loss of availability of a known mineral resource.

Checklist Discussion

- a) No Impact – No portion of the vicinity of the City is located within the boundaries of a DOGGR-recognized oil field. There are currently no identified MRZ designated areas, no known significant sand and gravel deposits and no active mines within the vicinity of the City.
- b) No Impact – no portion of the City or nearby vicinity is designated for mineral resources or zoned for mineral resources. Therefore, the project would not result in the loss of availability of a locally important mineral resources recovery site delineated on a local general plan, specific plan, or other land use plan.

Conclusion

There will be no impact to mineral resources

XII. NOISE -- Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Environmental Setting

Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and has been cited as being a health problem, not just in terms of actual physiological damages such as hearing impairment, but also in terms of inhibiting general wellbeing and contributing to stress and annoyance. Vehicular traffic noise is the dominant source in most areas, but aircraft and rail activities are also significant sources of environmental noise in the local areas surrounding these operations. Sources of noise within the City include mobile and stationary sources.

Highways and Roadways

Existing noise levels in the City are primarily generated by transportation noise sources. Highway and roadway traffic noise levels are generally dependent upon three primary factors, which include the traffic volume, traffic speed, and percent of heavy vehicles on the roadway.

Railroad

Local railroad lines include an east-west Union Pacific Railroad (UP) line and a north-south Burlington Northern Santa Fe (BNSF) line. The east-west UP tracks are currently used by the San Joaquin Valley Railroad (SJVR), which operates two trains of approximately 5 to 10 cars per day, five days per week, at approximately 10 to 20 miles per hour. The BNSF is located in the central portion of the City in a heavy commercial/industrial area. The BNSF line carries eight Amtrak passenger trains and 18 to 22 freight trains per day. Most north-south rail traffic moves through the county at approximately 50 mph.

As of early 2014, the CA High Speed Rail Authority has been moving forward on an alignment for the HST that would run through the far easterly portion of the planning area.

Airport

Hanford Municipal Airport is a general aviation facility serving Kings County and the surrounding Communities of Hanford, Armona, and Lemoore in south-central CA. The Hanford Municipal Airport Master Plan identified existing and future year noise contours as a result of airport operations.

Stationary Noise Sources

Stationary noise sources include commercial operations, agricultural production, school playgrounds, generators, and lawn maintenance equipment.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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The following operations have been identified as major stationary noise sources in and around Hanford

- Del Monte Foods
- Penny-Newman Milling Company
- Kings Waste and Recycling Authority Solid Waste Disposal Site
- Agricultural production
- Kings Speedway

Significance Criteria

Impacts from the project would be considered significant if they would result in significant noise or exposure of persons to or generation of noise levels in excess of standards established in the Hanford General Plan.

Checklist Discussion

- a) **Less than Significant with Mitigation Incorporation** – the project would not result in exposure of persons to or generation of noise levels in excess of standards established in local general plan or noise ordinance, or applicable standards of other agencies. Short-term noise-related impacts would be temporary in nature, require compliance with applicable regulations, and policies of the General Plan further ensure that construction-related impacts would be attenuated to the greatest extent feasible.
- b) **Less than Significant with Mitigation Incorporation.** – Ambient vibration levels in residential areas are typically 50 VdB, which is well below human perception. The operation of heating/air conditioning systems and slamming of doors produce typical indoor vibrations that are noticeable to humans. Construction activity can result in ground vibration, depending upon the types of equipment uses. Operation of construction equipment causes ground vibrations which spread through the ground and diminish in strength with distance from the source generating the vibration. Ground vibrations as a result of construction activities very rarely reach vibration levels that would damage structures, but can cause low rumbling sounds and feelable vibrations for buildings very close to the site. Vibration levels from various types of construction equipment measured at 50 ft. are as follows:

Type of equipment	Sound Levels Measured (dBA of 50 ft)
Pumps	77
Dozers	85
Tractor	84
Front-End Loaders	80
Hydraulic Backhoe	80
Hydraulic Excavators	85
Graders	85
Air Compressors	80
Trucks	84

Construction activities would be temporary in nature and are expected to occur during normal daytime working hours. Construction is limited to the hours of 7 a.m. to 10 p.m. in order to mitigate impacts from ground vibration.

- c) **Less than Significant** – full build out of the General Plan would possibly result in a maximum increase of 2 decibels when compared to existing conditions. According to the Caltrans Technical Noise Supplement, the average healthy ear can barely perceive noise level changes of 3 dBA. As a result, it is anticipated that full

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
buildout of the General Plan, including development of this site, would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.				
d) Less than Significant with Mitigation Incorporation - A temporary increase in ambient noise would occur in association with construction activities. Construction noise is short term and will occur for limited times. As a mitigation measure, construction would be limited to the hours of 7 a.m. to 10 p.m.				
e) Less than Significant Impact - The project is approximately 3.3 miles away from airport and will not be impacted by the public airport.				
f) No Impact - The project is not located within the vicinity of a private airstrip, there is no impact.				
Conclusion				
The project would create temporary construction noise, but the impact of noise will be mitigated to a point that is considered less than significant with required conditions of the development of the property.				
Mitigation Measures:				
MM Noise 1: Comply with applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the greatest extent feasible.				
MM Noise 2-3: Construction is limited to the hours of 7 a.m. to 10 p.m.				
Source: 2017 General Plan Update, 2017 General Plan Update EIR				
XIII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
Environmental Setting				
Population				
The estimated population on January 1, 2013, was 55,122. It is estimated that the General Plan Update could result in a population increase of 47,367 people in 2035 for an estimated total population of 102,489.				
Housing				
In 2013, there were 17,867 housing units in the Study Area. It is estimated that the implementation of the General Plan could result in 15,633 additional housing units in 2035 for an estimated total number of 33,520 housing units.				
Employment				
In 2014, there were 20,900 jobs in the planning area. It is estimated that the implementation of the General Plan could result in 33,308 additional jobs in 2035 for an estimated total number of 54,208 jobs.				
Jobs-Housing Balance				
Jobs-housing balance is achieved by increasing opportunities of people to work and live in close proximity. The ratio is expressed as the number of jobs divided by the number of housing units. SCAG uses the jobs-housing balance as a				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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general tool for analyzing where people work, where they live, and how effectively they can travel between the two. In the planning area, the existing jobs-housing balance ratio in 2013-2014 was 1.17. It is estimated that the implementation of the General Plan would increase the jobs-housing balance by 0.45 to 1.62, which would make the planning area a jobs rich area.

Significance Criteria

The project may result in significant impact if it induces substantial growth, displaces a large number of people, or contributes to a job housing imbalance.

Checklist Discussion

- a) Less than significant impact – The project will induce population growth in the area by proposing 340 residential dwellings, which using the average household size, 3.11 persons per unit, yields 1,058 persons. This project is consistent with the density allowed in the General Plan, which planned for population growth. This project is considered an implementation of the General Plan, for which a Statement of Overriding Considerations was adopted, due to substantial population growth. The project is also considered an implementation of the Housing Element, which calls for more single-family residential opportunities.
- b) No Impact - The project will not result in displacement of housing. The project site is vacant and will not remove residences.
- c) No Impact - The project will not result in displacement of people – the project site is vacant.

Conclusion

Less than significant impact - The project will not result in a significant impact to population and housing.

Source: 2017 General Plan Update, 2017 General Plan Update EIR; City of Hanford Housing Element

XIV. PUBLIC SERVICES --

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☒	☐	☐
Police protection?	☐	☒	☐	☐
Schools?	☐	☒	☐	☐
Parks?	☐	☒	☐	☐
Other public facilities?	☐	☐	☒	☐

Environmental Setting

The City of Hanford currently has two fire stations located within the north central and south central portions of the Study Area. These two stations protect approximately 16.5 square miles, Station 1 is located at 350 W. Grangeville Blvd and covers the city limits north of SR 198 and station 2 is located at 10533 Houston Avenue and covers the city limits south of SR 198. In addition, two properties have been purchased for future fire stations. The City currently owns sites at

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Centennial Drive and Berkshire Lane and 12th Avenue and Woodland Drive, which have been planned for future fire stations. The Hanford Fire Department provides fires, rescue, hazardous materials response, and serves as a first responder for emergency medical service calls in the City. the HFD is also capable of responding to other situations such as high and low angle rescues, confined space emergencies, vehicle accidents, public assists, state-wide mutual aid responses and disaster management. Police Protection City residents receive police protection services from the Hanford Police Department, which currently operates out of a single station located at 425 N. Irwin Street. The City's recent growing problem that requires the need of police services includes gag and drug issues. The HPD's actual average response times are 6:30 minutes for Priority I incidents with an average of 32 Priority I incidents per day and a response time of 17:19 minutes for all other incidents with an average of 144 incidents per day. However, a response time of less than 2:30 minutes is a goal for the HPD to maintain in the future. Schools The City currently includes six elementary school districts and one high school district within the Study Area. These districts do not include the religiously affiliated private schools or charter schools located in the study area. The Hanford Elementary School District consists of 11 elementary and junior high schools that are all located in the study area. Pioneer Union Elementary School District consists of two elementary schools and one junior high school that are all located in the study area. The Hanford Joint Union High School District consists of four comprehensive high schools. Parks See Environmental Setting for Recreation. Other Public Services Library Services The current library is a branch of the Kings County Library. Consultation Received: Consultation was received from Renee Creech with the Hanford Joint Union High School District on May 7, 2020, stating the following, "This development is going in an area that is in our most impacted school, Sierra Pacific. This is in addition to other new developments already slated in the same area causing the District great concern in how to house students." Staff Analysis: The City's role in development and managing school sites and programs is limited. The various school districts truly govern where a new school site would be located and when it would be necessary to construct or expand facilities in order to adequately accommodate population growth. Elected governing school boards are responsible for budgeting and decision-making and the State Department of Education establishes school site and construction standards. The General Plan provides policy which focus on collaboration with school districts in determining new school locations and utilizing school facilities for general public needs. School districts would be able to utilize the General Plan along with other plans, standards, and codes to establish new school sites and to make decisions on school amenities and cohesiveness with the surrounding area. The development will be subject to School Impact fees in order to mitigate the effect of the project on schools. Significance Criteria The project may result in significant public service impacts if it substantially and adversely alters the delivery or provision of fire protection, police protection, schools, facilitates maintenance and other government services. Checklist Discussion a) (FIRE) Less than Significant Impact with Mitigation Measures (Payment of Impact Fees) – the increase in population as a result of a physical project for the area will increase demands on the HFD to provide fire protection and emergency services. The development will be subject to Fire Impact fees in order to mitigate the effect of the project on Fire services.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) (POLICE) Less than Significant Impact with Mitigation Measures (Payment of Impact Fees) – the increase in population as a result of a physical project for the area will increase demands on the HPD to provide law enforcement services. The development will be subject to Police Impact fees in order to mitigate the effect of the project on Police services. c) (SCHOOLS) Less than Significant Impact with Mitigation Measures (Payment of Impact Fees) - The City's role in development and managing school sites and programs is limited. The various school districts truly govern where a new school site would be located and when it would be necessary to construct or expand facilities in order to adequately accommodate population growth. Elected governing school boards are responsible for budgeting and decision-making and the State Department of Education establishes school site and construction standards. The General Plan provides policy which focus on collaboration with school districts in determining new school locations and utilizing school facilities for general public needs. School districts would be able to utilize the General Plan along with other plans, standards, and codes to establish new school sites and to make decisions on school amenities and cohesiveness with the surrounding area. The development will be subject to School Impact fees in order to mitigate the effect of the project on schools. d) (PARKS) Less than Significant Impact with Mitigation Measures – See Recreation. The developer will provide a 2.5-acre park for the project. The development is subject to a park development mitigation impact fee as required by City Municipal Code Section 15.44 and any revisions thereof. The Developer shall be entitled to a credit towards the subdivision park impact fee obligation for all park improvements constructed by the developer in accordance with the Municipal Code. e) (OTHER) Less than significant impact – Libraries – there is not a requirement or standard for the number or size of a library based on a city's population. Policies encourage residents to utilize the library's resources. Therefore, a significant impact is not anticipated.				

Mitigation Measures:

MM Public Services 1: That the development of the project will be subject to Fire Impact Fees.

MM Public Services 2: That the development of the project will be subject to Police Impact fees.

MM Public Services 3: That the development of the project will be subject to School Impact Fees.

MM Public Services 4: That the development of the project will be subject to Park impact fees, or provision of park space.

Conclusion

The project can be served by existing public services. Impact fees will be required of development.

Sources: 2017 General Plan and General Plan Update

XV. RECREATION --

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☒	☐	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☒	☐	☐

Environmental Setting

School Parks

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
All school sites have limited public access since their primary purpose is to support the educational mission of the school districts that control their use. There are 16 school sites within the City. The school facilities include athletic fields, conference rooms, gymnasiums, auditoriums, and swimming pools, which are open to the public after hours, during the summer, and on weekends for recreational use. Indoor facilities The Hanford Parks and Recreation Department also provides a wide array of programs for City residents. The Recreation Department is responsible for coordinating activities for the entire family including special classes, youth programs, and older adult activities, sports for youth and adults, as well as community events. These activities are conducted in a variety of indoor rec. facilities. City of Hanford Parkland Standard Combining the City's 188 acres of parkland and 100 acres of school parks, the City has a total of 288 acres of developed parkland that go toward meeting the parkland standard. This does not include regional parks outside the planning area, greenways, private parks, or indoor recreation facilities. Based on the 2013 estimated population of 55,860 for the City of Hanford, the Study Area has approximately 5.2 acres of parkland for every 1,000 residents in the City. Significance Criteria The project may create impacts if it creates demand for new expanded parks and recreation facilities or substantially alters existing facilities. Checklist Criteria a) Less than Significant Impact with Mitigation Measures – The City would be able to utilize the Quimby Act and AB 1600 as a funding mechanism for parkland acquisition along with the General Plan Update and Park Master Plan for guidance and priorities. As permitted in the Quimby Act, local jurisdictions can require the dedication of land for parks and or the payment of in-lieu fees for purchase of parkland. The development proposed under Tentative Tract 928 provides a 2.25-acre park. The General Plan requires a ratio of 3.5 acres of park space per 1,000 residents. By multiplying the number of units proposed (340) by the average number of persons per household (3.11), the project could house approximately 1,058 residents, which yields a requirement of approximately 3.7 acres of park space. The applicant would be subject to park impact fees for the open space not provided by the project. MM Recreation 1: That the development of the project will be subject to Park impact fees, or provision of park space. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? b) Less than Significant Impact with Mitigation Measures– The project includes a 2.25-acre neighborhood park, which will contribute to the City of Hanford's overall open space. Providing park space in accordance with the Quimby Act is a requirement of the General Plan. The project's provision of open space is consistent with the General Plan. The park will be developed according to the conditions set forth by the Public Works Department: 1. That the developer shall consult with City Parks & Recreation and Utilities and Engineering staff prior to the design and construction of park facility improvements. The design and construction of park facility improvements shall be concurrent with the first phase of development. Park improvements shall include, but may not be limited to: Recreational areas, decorative landscaping and irrigation system improvements, drinking fountains, park benches, decorative security lights and trash receptacles. The developer shall retain the services of a licensed landscape architect to design all park facility improvements. 2. That the development is subject to a park development mitigation impact fee as required by City Municipal Code Section 15.44 and any revisions thereof. Developer shall be entitled to a credit towards the subdivision park impact fee obligation for all park improvements constructed by the developer in accordance with the Municipal Code. Developer shall submit competitive bid cost proposals to substantiate cost for reimbursable items for City Public Utilities and Engineering department review and approval prior to beginning				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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construction. Reimbursement for park land acquisition costs shall be determined based upon the market value of the property at the time of filing the tentative subdivision map with the city as per Section 66480 of the Subdivision Map Act.

Mitigation Measures

MM Recreation 1: That the development of the project will be subject to Park impact fees, or provision of park space.

MM Recreation 2: That the park be developed according to the conditions set forth by the Public Works Department:

1. That the developer shall consult with City Parks & Recreation and Utilities and Engineering staff prior to the design and construction of park facility improvements. The design and construction of park facility improvements shall be concurrent with the first phase of development. Park improvements shall include, but may not be limited to: Recreational areas, decorative landscaping and irrigation system improvements, drinking fountains, park benches, decorative security lights and trash receptacles. The developer shall retain the services of a licensed landscape architect to design all park facility improvements.
2. That the development is subject to a park development mitigation impact fee as required by City Municipal Code Section 15.44 and any revisions thereof. Developer shall be entitled to a credit towards the subdivision park impact fee obligation for all park improvements constructed by the developer in accordance with the Municipal Code. Developer shall submit competitive bid cost proposals to substantiate cost for reimbursable items for City Public Utilities and Engineering department review and approval prior to beginning construction. Reimbursement for park land acquisition costs shall be determined based upon the market value of the property at the time of filing the tentative subdivision map with the city as per Section 66480 of the Subdivision Map Act.

Conclusion: The project would have a less than significant impact on recreation with the incorporation of mitigation measures, including the provision of a 2.25-acre neighborhood park and the payment of park impact fees.

Source: 2017 General Plan, 2017 General Plan EIR

XVI. TRANSPORTATION/TRAFFIC -- Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☒	☐	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads of highways?	☐	☒	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☒	☐
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☒	☐	☐

Environmental Setting

Existing Functional Roadway Classification System

State Freeways and Highways

There are two State Facilities serving the Study Area, namely SR-198 and -43.

Arterial Roads

Hanford's arterial street pattern is generally one-mile spacing between the existing arterials.

Collector Streets

Similar to some arterials, collector streets have evolved from heavy use as opposed to formal development standards.

Local Streets

Local street provide access to individual homes and businesses. Local streets have on lane in each direction. Local streets connect single-family homes and other uses not appropriate adjacent to major roadways, to the arterial-collector network.

Existing Intersections

All of the study intersections are operating at acceptable levels of LOS.

Existing Roadway Segments

Results of the analysis of existing roadway segments show that all of the study roadway segments are currently operating at acceptable LOS.

Bicycle Facilities

The 2011 Kings County Regional Bicycle Plan contains the specific "Bicycle Plan for the City of Hanford." The General Plan and the Bicycle Plan promote the establishment of a shared use roadway system, but encourages newly developing areas to provide for bicycle facilities along major roadways and off-road systems as part of open space and recreation amenities. The 2011 Regional Bicycle Master Plan then goes on to state Policy CI 8.4 of the 2002 General Plan: Bicycle lanes should be established where feasible along Major and Minor Collectors in newly developing areas. A bicycle route system should be identified which serves the existing developed City. This route system may not utilize Arterials or Collectors where travel ways are constrained, but rather parallel streets with less traffic. Where bicycle lanes are proposed they should be considered a shared facility with vehicular traffic on the street.

Mass Transit

Kings Area Rural Transit

Kings County Area Public Transit Agency (KCAPTA) is an intra-governmental agency with representatives from Avenal, Kings County, Hanford and Lemoore, and is responsible for the operation of the Kings Area Rural Transit (KART). KART offers scheduled daily bus service from Hanford to Armona, Lemoore, the Lemoore Naval Air Station, Visalia, Corcoran, Stratford, Kettleman City, and Avenal.

KART Dial-A-Ride Service

Dial-A-Ride is an origin-to-destination service available to eligible residents of Hanford, Lemoore, Armona and Avenal.

Park-and-Ride lots

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Park-and-Ride lots provide a meeting place where drivers can safely park and join carpools or vanpools or utilize existing public transit. Park-and-Ride lots are generally located near community entrances, near major highways or local arterial where conveniently scheduled transit service is provided. Hanford has one Park-and-Ride facility located at the northeastern entrance of the City at 10th Avenue and SR 43.

KART-Vanpool Program

KART defines vanpooling as 7 to 15 persons who commute together in a van-type vehicle and who share the operating expenses. The KART Vanpool Program provides passengers with reliable transportation to and from work. The vanpool program is not only to provide safe travel to work but to provide alternative transportation options, which would ultimately reduce the amount of vehicles on the road.

Rail Service

Amtrak Passenger Service

Amtrak provides passenger rail service from Hanford station to the San Francisco Bay Area and Sacramento, and service to Southern CA by a combination of rail and bus. Freight service is available from both the BNSF Railway and the San Joaquin Valley Railroad. The Amtrak San Joaquin passenger train provides regularly scheduled intercity passenger rail service to Kings County. Stops are made daily at the Hanford and Corcoran stations for each northbound and southbound trains. Stops along the San Joaquin line also include Bakersfield, Wasco, Fresno, Madera, Merced, Turlock, Modesto, Stockton, Antioch, Martinez, Richmond, Emeryville, and Oakland, with connecting bus service to LA, Sacramento, SF, and many other points in Northern and Southern CA. Passengers can transfer to Amtrak Coast Starlight, which continues north to Portland and Seattle.

High Speed Rail

In November 2008, Proposition 1A, a High Speed Rail bond, was passed by California voters. In 2009, the US Department of Transportation through the American Recovery and Reinvestment Act program, announced the allocation of \$8 billion to high speed rail projects throughout the US. Of that amount, \$2.24 billion was allocated to California High Speed Rail. In November 2013, the California High Speed Rail Commission identified the preferred route through the Planning Area. The selected route, which runs along the eastern edge of Hanford, roughly follows a north-south route near the hgi voltage power lines between 7th and 8th Avenues.

Freight Service

Almost 87% of the total freight tonnage is moved out of the Valley by truck, while rail account for 11%. BNSF and SJVR railroads provide freight service to the Hanford Area. The BNSF mainline is double-tracked through the entire Planning Area. Over time, it is expected that the number of trains using the system will increase as demand for rail service increases. The BNSF railroad currently operates between 50 and 60 trains per day on the system.

Consultation Received:

Consultation was received from Lorena Mendibles with Caltrans:

Dear Gabrielle:

Thank you for the opportunity to review the Tentative Tract Map #928. The application includes a request to subdivide 81.71 acres into 340 residential lots, a park, and a basin. The project is located at the southeast corner of Centennial Drive and Fargo Avenue in the City of Hanford in Kings County.

Caltrans provides the *following comments* consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

1. According to the ITE Trip Generation 9th Ed. (Land Use 210), the project is estimated to generate approximately 340 trips during the afternoon peak-hour period and would have an impact to the surrounding area. State Route (SR) 198 at 12th Avenue interchange has been recently reconstructed for capacity improvement. The project was funded by the Regional Improvement Program and is currently in the Closeout phase.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
2. It is expected that a portion of the trips generated by this development would utilize the SR 43 intersection at Fargo Avenue. This is a skewed two-way stop control intersection, in which Caltrans has identified a need to construct left turn channelization on SR 43, and previous traffic studies have identified a need to signalize the intersection. Signalization would require realignment of Fargo Avenue to modify the skew angle. The developer to contribute its fair share to fund the future infrastructure in this area due to the continuous development within the vicinity. 3. Given the previously mentioned information regarding the intersections of SR 198/12th Avenue and SR 43/Fargo Avenue, the applicant should provide a trip distribution/trace of the projects' projected peak hour traffic trips to determine the extent of the projects' impact on State facilities. The trip distribution/trace should be completed and submitted to this office prior to any analysis for a traffic impact study to determine if further analysis will be needed on State facilities. 4. Alternative transportation policies should be applied to the development. An assessment of multi-modal facilities should be conducted to develop an integrated multi-modal transportation system to serve and help alleviate traffic congestion caused by the project and related development in this area of the City. The assessment should include the following: a. Pedestrian walkways should link this proposal to an internal project area walkway, transit facilities, as well as other walkways in the surrounding area. b. The project should consider bicycles as an alternative mode of transportation and offer internal amenities to encourage bicycle use which should include parking, security, lockers and showers. However, internal bicycle paths should be coordinated with local and regional pathways to further encourage the use of bicycles for commuter and recreational purposes. c. If transit is not available within ¼-mile of the site, transit should be extended to provide services to what will be a high activity center. If you have any further questions, contact Nicholas Isla at (559) 444-2583 or Nicholas.isla@dot.ca.gov. Staff Analysis: The intersection of State Route 43 and Fargo Avenue is in the City's impact fee program (partial). Payment of circulation impact fees for this project will share their pro-rata share of the impact to the intersection. The project will be developed consistent with the Pedestrian and Bicycle Master Plan, which incorporates pedestrian and bicycle facilities. The City of Hanford has consulted with Kings Area Rural Transit (KART) but not received a response regarding a transit stop for this project. Significance Criteria The project may result in significant transportation/circulation impact if it does the following: 1. Cause an increase in traffic which is substantial in relation to the existing traffic loads and capacity of the road system that are inconsistent with adopted standards. 2. Creates traffic conditions which expose people to traffic hazards. 3. Substantially interferes or prevents emergency access to the site or surrounding properties. 4. Conflicts with adopted policies or plans for alternative transportation. Checklist Discussion a) Less than Significant Impact with Mitigation Measures (payment of Traffic Impact Fees) – Traffic improvements in the area will result in a LOS D or above in year 2035, with the proposed future develop of the				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
project site and surrounding planned projects. The circulation pattern in the vicinity has been designed to accommodate future build out in the area in accordance with the Circulation Element. The project will have a less than significant cumulative impact on traffic and circulation conditions through appropriate project design and payment of traffic impact fees, as required. Conditions of the subdivision include: Street Improvements: 1. That all improvements consisting of sanitary sewers, storm sewers, water mains, concrete curbs, gutters, sidewalks, street lights, landscaping, street sub-grading, surfacing and striping and all other improvements shall be installed in accordance with Chapter 16.24, "Improvements", of the Hanford Municipal Code and this resolution pertaining to subdivision improvements in effect at the time of filing the tentative subdivision map. 2. That all streets within the subdivision shall be developed to residential street standard ST-32, except the following: (a) Fargo Avenue shall be developed as a major collector street along the entire development frontage. All improvements shall be constructed in conformance with City Standards ST17 and ST-23 and as follows: (1) Traffic index used for the design of street structural section shall be a minimum of 10.0. (2) A geotechnical report shall be submitted to the City Engineer identifying the existing structural section thickness of Fargo Avenue, along the entire development frontage, concurrent with the submittal of development improvement plans. Reconstruction of Fargo Avenue, along the entire development frontage will be required if the existing street structural section does not conform to City Standards and Specifications. (3) Street improvements south of the Fargo Avenue centerline shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required. The installation of raised concrete median in Fargo Ave is not required. (4) Street improvements north of the Fargo Avenue centerline shall include, but not be limited to, the construction of a minimum 12-foot travel lane, 4-foot paved shoulder, and 4-foot graded shoulder, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required. The installation of raised concrete median in Fargo Ave is not required. (5) Developer shall attempt to acquire additional street right-of-way along the "Not a Part" frontage of Fargo Ave in accordance with Section 66462.5 of the Subdivision Map Act. The additional street right-of-way is necessary to facilitate street widening improvements along the entire development frontage of Fargo Ave. If Developer is unsuccessful, City will attempt to acquire the right-of-way. b) Centennial Drive shall be developed as a major collector street, along the development frontage of the subdivision. All improvements shall be constructed in conformance with City Standards ST-17 and ST-23, and as follows: 1) Traffic index used for the design of street structural section shall be a minimum of 7.0. 2) Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required. (Raised median island not required).				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
3)	Developer shall construct a left turn pocket at the intersection of Fargo Ave and Centennial Drive for westbound traffic along Fargo Ave.			
c)	W. Sangiovese Street shall be developed as a minor collector street, along the development frontage of the subdivision. All improvements shall be constructed in conformance with City Standards ST-17 and ST-26, and as follows:			
1)	Traffic index used for the design of street structural section shall be a minimum of 6.0.			
2)	Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, street paving, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required.			
3.	That street lights shall be installed throughout the subdivision in conformance with City Standard GE-56 and Southern California Edison requirements. Street lights shall be located as designated by City Engineer.			
4.	That a traffic signal be installed at the intersection of Centennial Drive and Fargo Ave at the time of the construction of the development unless a focused traffic study is conducted and the analysis determines that the traffic signal does not to meet the required warrants with the development of the subdivision.			
5.	That the developer shall attempt to acquire additional street right-of-way along the "Not a Part" frontage and make street improvements. City to reimburse for offsite right-of-way and improvement cost.			
6.	That development is subject to a transportation mitigation impact fee as required by City Municipal Code section 15.48 and any revisions thereof. Developer shall be entitled to a credit towards their development impact fee for permanent street improvements constructed by developer within Fargo Ave, consisting of curb & gutter, street striping, signing and street paving from gutter lip to edge of the existing Fargo Ave street sections. If applicable, developer may also be entitled to credit towards impact fees for supplemental transportation capacity improvements to the existing Fargo Ave street section. Transitional paving improvements beyond the development limits, that are not considered to be a permanent improvement and the reconstruction of the existing Fargo Ave street section, if required, will not be subject to a credit. Developer shall submit competitive bid proposals to substantiate the cost of reimbursable items for City Public Works Department review and approval prior to beginning construction. All documentation materials submitted for reimbursement consideration shall be well organized and tabulated for convenient reference by Public Works' staff. Improvement quantities and costs proposed for reimbursement must be clearly identified in the documentation provided, and not combined or aggregated with non-reimbursable subdivision improvement costs. Appropriate graphic exhibits referenced to the subdivision improvement plans shall also be provided as needed to facilitate the reimbursement review process.			
b)	See a.			
c)	Less than Significant - The proposed project will not create a change in air traffic patterns or increase traffic levels or change in location that result in substantial safety risks. The project is located approximately 2.9 miles northwest from the nearest municipal airport.			
d)	Less than Significant Impact- the development has been reviewed by the various departments to ensure hazardous features are not incorporated into the project.			
e)	Less than Significant Impact – the development has been reviewed by the various departments and fire truck access to and through the development has been verified. The applicant has provided the accurate turning radius to accommodate emergency access.			
f)	See a.			

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Mitigation Measures				
MM Traffic 1 – That the development is subject to traffic impact fees.				
MM Traffic 2 - Conditions of the development include:				
Street Improvements:				
1. That all improvements consisting of sanitary sewers, storm sewers, water mains, concrete curbs, gutters, sidewalks, street lights, landscaping, street sub-grading, surfacing and striping and all other improvements shall be installed in accordance with Chapter 16.24, "Improvements", of the Hanford Municipal Code and this resolution pertaining to subdivision improvements in effect at the time of filing the tentative subdivision map. 2. That all streets within the subdivision shall be developed to residential street standard ST-32, except the following: (b) Fargo Avenue shall be developed as a major collector street along the entire development frontage. All improvements shall be constructed in conformance with City Standards ST17 and ST-23 and as follows: (1) Traffic index used for the design of street structural section shall be a minimum of 10.0. (2) A geotechnical report shall be submitted to the City Engineer identifying the existing structural section thickness of Fargo Avenue, along the entire development frontage, concurrent with the submittal of development improvement plans. Reconstruction of Fargo Avenue, along the entire development frontage will be required if the existing street structural section does not conform to City Standards and Specifications. (3) Street improvements south of the Fargo Avenue centerline shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required. The installation of raised concrete median in Fargo Ave is not required. (4) Street improvements north of the Fargo Avenue centerline shall include, but not be limited to, the construction of a minimum 12-foot travel lane, 4-foot paved shoulder, and 4-foot graded shoulder, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required. The installation of raised concrete median in Fargo Ave is not required. (5) Developer shall attempt to acquire additional street right-of-way along the "Not a Part" frontage of Fargo Ave in accordance with Section 66462.5 of the Subdivision Map Act. The additional street right-of-way is necessary to facilitate street widening improvements along the entire development frontage of Fargo Ave. If Developer is unsuccessful, City will attempt to acquire the right-of-way. d) Centennial Drive shall be developed as a major collector street, along the development frontage of the subdivision. All improvements shall be constructed in conformance with City Standards ST-17 and ST-23, and as follows: 4) Traffic index used for the design of street structural section shall be a minimum of 7.0. 5) Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required. (Raised median island not required).				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
6) Developer shall construct a left turn pocket at the intersection of Fargo Ave and Centennial Drive for westbound traffic along Fargo Ave. e) W. Sangiovese Street shall be developed as a minor collector street, along the development frontage of the subdivision. All improvements shall be constructed in conformance with City Standards ST-17 and ST-26, and as follows: 3) Traffic index used for the design of street structural section shall be a minimum of 6.0. 4) Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, street paving, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required. 3. That street lights shall be installed throughout the subdivision in conformance with City Standard GE-56 and Southern California Edison requirements. Street lights shall be located as designated by City Engineer. 4. That a traffic signal be installed at the intersection of Centennial Drive and Fargo Ave at the time of the construction of the development unless a focused traffic study is conducted and the analysis determines that the traffic signal does not to meet the required warrants with the development of the subdivision. 5. That the developer shall attempt to acquire additional street right-of-way along the "Not a Part" frontage and make street improvements. City to reimburse for offsite right-of-way and improvement cost. 6. That development is subject to a transportation mitigation impact fee as required by City Municipal Code section 15.48 and any revisions thereof. Developer shall be entitled to a credit towards their development impact fee for permanent street improvements constructed by developer within Fargo Ave, consisting of curb & gutter, street striping, signing and street paving from gutter lip to edge of the existing Fargo Ave street sections. If applicable, developer may also be entitled to credit towards impact fees for supplemental transportation capacity improvements to the existing Fargo Ave street section. Transitional paving improvements beyond the development limits, that are not considered to be a permanent improvement and the reconstruction of the existing Fargo Ave street section, if required, will not be subject to a credit. Developer shall submit competitive bid proposals to substantiate the cost of reimbursable items for City Public Works Department review and approval prior to beginning construction. All documentation materials submitted for reimbursement consideration shall be well organized and tabulated for convenient reference by Public Works' staff. Improvement quantities and costs proposed for reimbursement must be clearly identified in the documentation provided, and not combined or aggregated with non-reimbursable subdivision improvement costs. Appropriate graphic exhibits referenced to the subdivision improvement plans shall also be provided as needed to facilitate the reimbursement review process.				

Conclusion

The site has been evaluated for traffic-related impacts, with the incorporation of City standards for development and payment of traffic impact fees, the project will have a less than significant impact on traffic.

Source: City of Hanford General Plan and EIR 2017, City of Hanford Municipal Code, Consultation Received from Cal Trans

XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☒	☐	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☒	☐	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☒	☐	☐

Environmental Setting

Wastewater

The City's wastewater system provides for treatment, disposal, and reuse of effluent, which meets all of the state's discharge requirements for the entire City of Hanford (City). The wastewater system consists of a treatment plant and 21 sanitary sewer lift stations located throughout the City. The treatment facility has a capacity of 8.0 million gallons per day and is located south of Houston Avenue and east of 11th Avenue.

While the City is constantly working to improve and provide adequate services to the population demand, the Irwin Street trunk main has become a priority issue for the City's wastewater system. The Irwin Street trunk main is located south of the Downtown East Precise Plan area and may eventually be undergoing capacity issues. Sections of the trunk line are in poor condition, with adverse grades, inadequate pipe sizing, and near full capacity.

The City's wastewater system has also pursued water conservation strategies to ensure long-term reuse of treated disinfected wastewater for agricultural purposes and to recharge groundwater supplies for agriculture. By doing so, the City accomplishes two important water conservation efforts: 1) the additional supply for the City extends the surface water irrigation season and 2) reduces the need for agricultural pumping of groundwater in an area known to be low in groundwater.

Water Supply

The City's water system is a groundwater system. The City is located within the Tulare Lake Hydrologic Region. Within that region, the City is located within the Tulare Lake Groundwater Subbasin, which transmits, filters, and stores water from the main San Joaquin Valley Groundwater Basin.

The City's groundwater system consists of 13 supply wells, one standby well, three elevated storage tanks (all three of which have abandoned), one existing 0.5 million gallon ground-level storage tank at the Industrial Park, 3.5 million gallon ground-level storage tanks, and a piping network for distributing the water throughout the City (2-million-gallon storage tank at Grangeville and Centennial Drive facility and 1-million-gallon storage tank at the Fargo Avenue facility). No surface water is used by the water system as groundwater is contained in both an unconfined and confined aquifer lying

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
beneath the City. Currently, the City maintains 206 miles of main lines and 15,870 service connections, which includes 8-inch to 30-inch pipes with 12-inch mains laid out on an approximately 1-mile grid. Water is pumped from 13 deep wells. The well depth is determined by the water quality, but typically, is drilled to a minimum depth of 1,500 feet and below the Corcoran clay layer. The City's groundwater supply is recharged by rain and snowfall in the Sierra Nevada range and, to a lesser degree, from rainfall on the Valley floor. In addition, the City, along with the Peoples Ditch Company and the Kings County Water District, deliver excess water flows from the Kings River and storm water runoff into the drainage and slough basins located throughout the City. This, as well as percolation from storm water basins, local waterways, and agricultural irrigation, help to replenish the City's groundwater in surplus years. Storm Water Drainage The City is predominantly located within a 500-year Flood Zone as defined by FEMA Flood Insurance Maps. Areas subject to the 500-year flood zone have a moderate to low risk of flooding. There are two major irrigation ditches that flow through the City. Lakeside Ditch, which is operated and maintained by the Lakeside Water District, and the Peoples Ditch, which is operated and maintained by the Peoples Ditch Company. The Existing drainage infrastructure within the boundaries covered by the City's Storm Water Management Program includes natural drainage channels, retention basins, natural vegetation, piping, and pump stations. There are numerous areas where storm drainage is controlled via drainage inlets and underground structures. The storm drainage system consists of 30 pump stations, 57 miles of pipeline ranging in size from 6-inch through 60-inch, and 220 acres of drainage basins and drainage ditches. The storm drainage system removes rainfall from surface streets and disposes the accumulated stormwater in drainage basins. The City, in cooperation with the People's Ditch Company and the Kings County Water District, delivers excess water flows from the Kings River, along with storm water runoff, into the 125 acres of drainage and slough basins located throughout the City to help replenish the groundwater. Some of this acreage is located within the City's park facilities. Solid Waste Disposal The City's solid waste and recycling services are provided by the Kings Waste Recycling Authority (KWRA). The current KWRA facility is located at 7803 Hanford-Armona Road, southeast of the City near SR 43 and 198 and operates as a solid waste disposal and recycling facility. The responsibilities of the KWRA include the siting, permitting, financing, construction, and operation of landfills, as well as a Material Recovery Plan and Transfer Station. The KWRA also ensures all activities and waste diversion goals required by the State at the closure, post-closure monitoring, and liabilities of all identified former landfills in Kings County. The KWRA is the leading contributor to helping the City meet the State's recycling goals. Refuse from both municipal and commercial haulers is sorted at the KWRA facility to recover a variety of recyclable materials. Once waste is separated from recyclable materials, it is then hauled by transfer trucks from the Material Recovery Facility to the State-permitted 320-acre Chemical Waste Management Landfill site in Kettleman Hills. The landfills at the Kettleman Hills Facility are designed for municipal solid waste, which encompasses household and commercial trash. The facility is permitted to receive a maximum of 2,000 tons of municipal solid waste per day. The City has instituted a greenwaste collection mixed recycle collection program for single-family residential customers. Dry Utilities Gas and Electric Service The City's main electricity providers are Pacific Gas and Electric Company and Southern California Edison Company. Within the Study Area, PG&E provides power to sites south of Iona Avenue and north of Flint Avenue via 12 kv and 70kv lines. SCE supplies power to sites north of Iona Avenue and south of Flint Avenue via 12 kv and 66kv lines. Communication Systems AT&T and Comcast are currently available in Hanford. AT&T provides telephone services that include ISDN and all other necessary high-technological services. Many cellular and long-distance services are also available. Comcast, Dish				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Network, and Direct TV provide television services as well as internet access.

Consultation Received:

Consultation was received from Michael Wilson with AT&T on July 22, 2019, stating, "ATT will serve residences with conduit fiber cables. Feed from east, on n/s Devon. 13th Avenue poles to remain, or will relocate with Edison as required by City mandate. Request relocate and not underground for 13th Avenue poles."

Thresholds of Significance

The project may result in significant impacts on utilities and service systems if it substantially and adversely alters the delivery of utilities or substantially increases the demand for utilities.

Checklist Discussion

- a) Less than significant - the City's Wastewater Treatment Facility is currently up-to-date with all wastewater treatment requirements set forth by the Central Valley Regional Water Quality Control Board. The City's WWTF would continue to comply with the requirements set forth by the Central Valley Regional Water Quality Control Board, as required by law.
- b) Less than Significant – Under the General Plan Update it was determined that planned improvements and expansion development through various goals and policies will assist in providing wastewater services to the study area, as development continues. The current capacity of the WWTF is designed to accommodate 8 mgd, which is expected to provide adequate services to population growth for the foreseeable future, planned in the General Plan.
- c) **Less than Significant with Mitigation Measures** – The project has been reviewed by the Public Works department to ensure stormwater drainage is adequately addressed through conditions of approval. Conditions of approval for storm drainage is as follows:
 1. That the developer's engineer shall provide a storm drainage master plan complete with calculations for the entire subdivision for City Public Utilities and Engineering Department review and approval prior to recording a subdivision final map for the development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.
 2. That all drainage from proposed development shall be retained in retention drainage basin located as shown on the tentative subdivision map. The basin expansion shall be constructed in conformance with City Standards and the entrance to the basin shall be relocated to N. Mustang Drive.
 3. That developer shall be required to comply with State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.
- d) **Less than Significant with Mitigation Measures** - Future population growth in the area would create an increase in water usage. Water supply demand was addressed under the Urban Water Management Plan, which concluded that the Tulare Lake Groundwater subbasin would continue to reliably supply water to meet the City's projected water demands through the year 2035. This would be made possible through the implementation of water conservation goals and policies established in the General Plan Update.
- e) No Impact. The project will not require a determination by a wastewater agency.
- f) Less than Significant – the City of Hanford will provide for solid waste collection and disposal for the proposed project site, when developed. The City has achieved a 50% diversion rate from the landfill and has incorporated a green waste program and recycling at the Materials Recycling Facility.
- g) **Less than Significant impact with Mitigation Measures** – that the project is required to comply with all statutes and regulations related to solid waste.

Mitigation Measure:

Mitigation Measure Utilities 1: Conditions of approval for storm drainage is as follows:

1. That the developer's engineer shall provide a storm drainage master plan complete with calculations for the

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
entire subdivision for City Public Utilities and Engineering Department review and approval prior to recording a subdivision final map for the development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision.				
2. That all drainage from proposed development shall be retained in retention drainage basin located as shown on the tentative subdivision map. The basin expansion shall be constructed in conformance with City Standards and the entrance to the basin shall be relocated to N. Mustang Drive.				
3. That developer shall be required to comply with State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.				
Mitigation Measure Utilities 2: that the future project be required to comply with all statutes and regulations related to solid waste.				
Conclusion Less than Significant Impact with Mitigation Incorporation - Impacts to utilities and services are considered less than significant with compliance with all statutes and regulations related to water usage and solid waste.				
Source: 2017 General Plan and General Plan EIR, State of California Department of Water Resources, Cal Recycle 2015				
XVII. MANDATORY FINDINGS OF SIGNIFICANCE --				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐
a) Less than Significant - Based on the analysis provided in the initial study, the project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels or threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals.				
b) Less than Significant with Mitigation Incorporation- Based on the analysis provided, the project would not result in any significant cumulative impacts relative to other current projects, or the effects of probable future projects.				
c) Less than Significant with Mitigation Incorporation - Based on the analysis provided, the project will not have environmental effects that will cause substantial adverse effects on human beings.				

Gabrielle Myers
Gabrielle de Silva Myers
Senior Planner

June 18, 2020
Date

This section addresses the project's potential to contribute to cumulative impacts in the region, CEQA Guidelines Section 15355 defines cumulative impacts as two or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable future projects.

Cumulative Setting

The cumulative setting for the proposed project area includes the development of this project and previously approved projects:

Built Out:

Copper Valley Subdivision
Vintage Estates Subdivision
Silver Oaks (Tract 769)
Tract 887

Under Construction:

Tract 922 – Lennar Homes
Tract 918 – San Joaquin Valley Homes
Tract 919 – San Joaquin Valley Homes

Approved – not under construction:

Tentative Tract 927
Tentative Tract 929

Impact Analysis

Aesthetics

Less than Significant with Mitigation Incorporation - All impacts to aesthetics are anticipated to be less than significant with mitigation measures for light sources from new projects including this project, and past projects. Several sections of the Hanford Municipal Code regulate physical development by controlling not only the appearance of new development, but also by controlling the placement of new development with consideration for surrounding uses. This project and former projects in the area will be held/have been held to the appropriate development standards of the Hanford Municipal Code to mitigate impacts to aesthetics – therefore, the impact to aesthetics would be less than significant with mitigation incorporation.

Agriculture and Forest Resources

Less than Significant with Mitigation Incorporation - The General Plan EIR analyzed the impacts of the City's urban growth on agricultural land and included mitigation measures to reduce those impacts, however, impacts to agricultural lands remain significant and unavoidable. A Statement of Overriding Considerations was adopted for the impacts to agricultural lands.

This project and the development of the previously approved projects in the area are consistent with the General Plan, for which a statement of overriding considerations was adopted for impacts to agricultural lands, therefore, the impact is considered less than significant with mitigation measures, such as the recording of a Right-to-Farm for all residential developments within a 1-mile radius of agricultural land.

Air Quality

Less than Significant with Mitigation Incorporation – This project and the development of the previously approved projects in the area will not create or result in any significant air quality impacts, all projects are required to be developed consistent with the Air Quality Element.

Biological Resources

Less than Significant – the project area and surrounding project areas contains no natural and undisturbed areas that may be considered habitat.

Cultural Resources

Less than Significant with Mitigation Incorporation – the Tachi Yokut Tribe was consulted for this project and surrounding projects, in accordance with AB 52. Through concerns were cited in previous entitled projects, conditions of approval for all projects are in place to mitigate the effect on cultural resources. As a general condition of approval, mitigation measures, that the applicant enter into a burial treatment plan with the Tribe and that if sensitive resources are discovered, construction halt and the proper officials be contacted, will mitigate cultural resources impacts to a less than significant level.

Geology and Soils

Less than Impact with Mitigation Measures - This project and the development of the previously approved projects in the area on geology and soils would be mitigated by compliance with the California building code, a geotechnical and soil studies (if required), and compliance with the Municipal Code Section 15.52.

Greenhouse Gas Emissions

Less than Significant with Mitigation Measures – the cumulative projects would contribute to GHG emissions, which is inherently a cumulative issue. The emissions during construction would be short-term as a result of fossil fuel burning construction equipment. Since the impacts are short-term and the contribution to GHG emissions would be minor compared to the State's GHG emission target of 427 MMTCO₂ eq by 2020, the construction-related GHG emissions of the project would be considered less than significant. The operational emission from the projects would be indirect emissions from electricity usage. Compliance with current building code standards will assist in the reduction of energy use. The emissions are considered less than significant with mitigation incorporation.

Hazards and Hazardous Materials

Less than Significant – The projects are not expected to have a significant impact as a result of hazards or hazardous materials.

Hydrology/Water Quality

Less than Significant with Mitigation Incorporation – the projects will be developed in accordance with City requirements specific to hydrology and water quality. Mitigations have been required on a project by project basis.

Land Use Planning and Population

Less than Significant -The projects are being developed consistent with the General Plan policy. This project and existing projects in the area have been developed consistent with the General Plan.

Mineral Resources

No Impact - there are no known mineral resources in the City.

Noise

Less than Significant with Mitigation Incorporation- this project and future existing projects within the area are required to meet the decibel requirement prescribed by the General Plan for Noise. Construction-related noise would be mitigated through the limitation of hours construction is permitted (between 7 a.m. and 10 p.m.). Full build out of the General Plan would possibly result in a maximum increase of 2 decibels when compared to existing conditions. According to the Caltrans Technical Noise Supplement, the average healthy ear can barely perceive noise level changes of 3 dBA. As a result, it is anticipated that full buildout of the General Plan, including development of this site, would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels exiting without the project.

Population and Housing

Less than Significant - The projects will induce population growth in the area by proposing residential development. The projects are consistent with the density allowed in the General Plan, which planned for population growth. This projects are considered an implementation of the General Plan, for which a Statement of Overriding Considerations was adopted, due to substantial population growth.

Public Services

Less than Significant with Payment of Impact Fees to Mitigate Effect -The residential projects in the vicinity are subject to impact fees to mitigate the effect on public services.

Recreation

Less than Significant with Payment of Impact Fees to Mitigate Effect - development of residences will impact recreation facilities, however, the impact will be mitigated through the payment of park impact fees and the development of park space.

Transportation/Traffic

Less than Significant with Payment of Impact Fees and Future Road Improvements to Mitigate Effect –The circulation pattern in the vicinity has been designed to accommodate future build out in the area in accordance with the Circulation Element. The projects will have a less than significant cumulative impact on traffic and circulation conditions through appropriate project design and payment of traffic impact fees, as required.

Utilities and Service Systems

Less than Significant with Mitigation Incorporation – Impacts to utilities and services are considered less than significant with compliance with existing State and local water conservation measures. This project and future projects in the area have been accounted for and can be served by the City's utilities and service systems.

CalEEMod Analysis

Attachment: Attachment 4 - Previous Planning Commission Staff Report (CD: Appeal No. 2020-01 TT 928)

Tentative Tract - San Joaquin Valley Air Basin, Annual

Tentative Tract

San Joaquin Valley Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	MeInic	Lot Acreage	Floor Surface Area	Population
Single Family Housing	340.00	Dwelling Unit	65.97	612,000.00	972
City Park	0.00	Acre	7.19	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	45
Climate Zone	3			Operational Year	2022

Utility Company Southern California Edison

CO2 Intensity (lb/MW/hr)	702.44	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - project lot acreage minus park and basin

Construction Phase - no structures on site - no building demo required

Demolition - no demolition required - no structures on site

Trips and VMT - no demolition required - no structures on site

Operational Off-Road Equipment - numbers estimated by building official

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	70.00	0.00

Tentative Tract - San Joaquin Valley Air Basin, Annual

tblConstructionPhase	PhaseEndDate	9/14/2020	6/8/2020
tblLandUse	LoAcreage	110.39	65.97
tblLandUse	LoAcreage	0.00	7.19
tblOperationalOffRoadEquipment	OperLoadFactor	0.29	0.29
tblOperationalOffRoadEquipment	OperLoadFactor	0.43	0.43
tblOperationalOffRoadEquipment	OperLoadFactor	0.38	0.38
tblOperationalOffRoadEquipment	OperLoadFactor	0.20	0.20
tblOperationalOffRoadEquipment	OperLoadFactor	0.41	0.41
tblOperationalOffRoadEquipment	OperLoadFactor	0.44	0.44
tblOperationalOffRoadEquipment	OperLoadFactor	0.38	0.38
tblOperationalOffRoadEquipment	OperLoadFactor	0.42	0.42
tblOperationalOffRoadEquipment	OperLoadFactor	0.40	0.40
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	2.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	8.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	2.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	2.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	2.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	5.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	8.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	4.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	4.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	2.00
tblTripsAndVMT	WorkerTripNumber	15.00	0.00
tblWoodstoves	NumberCatalytic	65.97	0.00
tblWoodstoves	NumberNoncatalytic	65.97	0.00

Tentative Tract - San Joaquin Valley Air Basin, Annual

2.0 Emissions Summary**2.1 Overall Construction
Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.1692	1.8042	1.0591	2.0000e-003	0.6275	0.0853	0.7128	0.2788	0.0785	0.3573	0.0000		175.8942	0.0553	0.0000	177.0756
2021	0.3892	3.7241	3.0704	6.6700e-003	0.4831	0.1638	0.6469	0.1675	0.1526	0.3200	0.0000		590.9688	0.1255	0.0000	594.1051
2022	0.2930	2.5550	2.5963	5.9800e-003	0.1578	0.1073	0.2651	0.0427	0.1009	0.1436	0.0000		531.2534	0.0840	0.0000	533.3528
2023	0.2673	2.2799	2.5317	5.8000e-003	0.1578	0.0922	0.2500	0.0427	0.0867	0.1294	0.0000		524.3891	0.0803	0.0000	526.3972
2024	0.2523	2.1678	2.5098	5.9000e-003	0.1590	0.0815	0.2406	0.0430	0.0767	0.1197	0.0000		523.6506	0.0804	0.0000	525.6601
2025	3.7661	1.4298	1.9207	4.1000e-003	0.0934	0.0542	0.1476	0.0252	0.0508	0.0760	0.0000		363.1052	0.0671	0.0000	364.7830
2026	2.1478	0.0165	0.0312	6.0000e-005	2.6900e-003	7.4000e-004	3.4200e-003	7.1000e-004	7.4000e-004	1.4500e-003	0.0000		5.5018	2.3000e-004	0.0000	5.5076
Maximum	3.7661	3.7241	3.0704	6.6700e-003	0.6275	0.1638	0.7128	0.2788	0.1526	0.3573	0.0000		590.9688	0.1255	0.0000	594.1051

Tentative Tract - San Joaquin Valley Air Basin, Annual

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.1692	1.8042	1.0591	2.0000e-003	0.6275	0.0853	0.7128	0.2788	0.0785	0.3573	0.0000		175.6940	0.0553	0.0000	177.0754
2021	0.3892	3.7241	3.0704	6.6700e-003	0.4831	0.1638	0.6469	0.1675	0.1526	0.3200	0.0000		590.9683	0.1255	0.0000	594.1046
2022	0.2930	2.5550	2.5963	5.9800e-003	0.1578	0.1073	0.2651	0.0427	0.1009	0.1436	0.0000		531.2531	0.0840	0.0000	533.3525
2023	0.2673	2.2799	2.5317	5.9000e-003	0.1578	0.0922	0.2500	0.0427	0.0867	0.1294	0.0000		524.3888	0.0803	0.0000	526.3968
2024	0.2523	2.1678	2.5098	5.9000e-003	0.1590	0.0815	0.2406	0.0430	0.0767	0.1197	0.0000		523.6502	0.0804	0.0000	525.6598
2025	3.7661	1.4298	1.9207	4.1000e-003	0.0934	0.0542	0.1476	0.0252	0.0508	0.0760	0.0000		363.1049	0.0671	0.0000	364.7827
2026	2.1478	0.0165	0.0312	6.0000e-005	2.6900e-003	7.4000e-004	3.4200e-003	7.1000e-004	7.4000e-004	1.4500e-003	0.0000		5.5018	2.3000e-004	0.0000	5.5076
Maximum	3.7661	3.7241	3.0704	6.6700e-003	0.6275	0.1638	0.7128	0.2788	0.1526	0.3573	0.0000		590.9683	0.1255	0.0000	594.1046

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)							Maximum Mitigated ROG + NOX (tons/quarter)						
2	9-9-2020	12-8-2020	1.5002							1.5002						
3	12-9-2020	3-8-2021	1.6640							1.6640						
4	3-9-2021	6-8-2021	1.1266							1.1266						
5	6-9-2021	9-8-2021	0.7949							0.7949						

Attachment: Attachment 4 - Previous Planning Commission Staff Report (CD: Appeal No. 2020-01 TT 928)

Tentative Tract - San Joaquin Valley Air Basin, Annual

6	9-9-2021	12-8-2021	0.7879	0.7879
7	12-9-2021	3-8-2022	0.7246	0.7246
8	3-9-2022	6-8-2022	0.7200	0.7200
9	6-9-2022	9-8-2022	0.7196	0.7196
10	9-9-2022	12-8-2022	0.7131	0.7131
11	12-9-2022	3-8-2023	0.6502	0.6502
12	3-9-2023	6-8-2023	0.6444	0.6444
13	6-9-2023	9-8-2023	0.6441	0.6441
14	9-9-2023	12-8-2023	0.6379	0.6379
15	12-9-2023	3-8-2024	0.6109	0.6109
16	3-9-2024	6-8-2024	0.6075	0.6075
17	6-9-2024	9-8-2024	0.6073	0.6073
18	9-9-2024	12-8-2024	0.6014	0.6014
19	12-9-2024	3-8-2025	0.5675	0.5675
20	3-9-2025	6-8-2025	0.5697	0.5697
21	6-9-2025	9-8-2025	0.4142	0.4142
22	9-9-2025	12-8-2025	2.4867	2.4867
23	12-9-2025	3-8-2026	3.4787	3.4787
		Highest	3.4787	3.4787

Tentative Tract - San Joaquin Valley Air Basin, Annual

2.2 Overall Operational Unmitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Area	3.0558	0.1563	2.5814	9.5000e-004		0.0243	0.0243		0.0243	0.0243	0.0000		151.4143	6.8000e-003	2.7000e-003	152.3890
Energy	0.0479	0.4096	0.1743	2.6100e-003		0.0331	0.0331		0.0331	0.0331	0.0000		1,423.4335	0.0483	0.0168	1,429.6477
Mobile	1.1190	12.2564	11.5073	0.0579	3.5491	0.0493	3.5983		0.0465	1.0010	0.0000		5,378.0138	0.3492	0.0000	5,386.7448
Offroad	1.1198	10.2362	9.3756	0.0198		0.4708	0.4708		0.4467	0.4467	0.0000		1,705.9115	0.3920	0.0000	1,715.7103
Waste						0.0000	0.0000		0.0000	0.0000	74.2358		74.2358	4.3872	0.0000	183.9161
Water						0.0000	0.0000		0.0000	0.0000	7.0279		60.7941	0.7241	0.0175	84.1114
Total	5.3425	23.0586	23.6386	0.0813	3.5491	0.5774	4.1265	0.9545	0.5506	1.5051	81.2638		8,793.8030	5.9075	0.0370	8,952.5193

Tentative Tract - San Joaquin Valley Air Basin, Annual

2.2 Overall Operational

Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
MT/yr																
Area	3.0558	0.1563	2.5814	9.5000e-004		0.0243	0.0243		0.0243	0.0243	0.0000		151.4143	6.8000e-003	2.7000e-003	152.3890
Energy	0.0479	0.4096	0.1743	2.6100e-003		0.0331	0.0331		0.0331	0.0331	0.0000		1,423.4335	0.0483	0.0168	1,429.6477
Mobile	1.1190	12.2584	11.5073	0.0579	3.5491	0.0493	3.5983	0.9545	0.0485	1.0010	0.0000		5,378.0138	0.3482	0.0000	5,386.7446
Offroad	1.1198	10.2382	9.3756	0.0198		0.4708	0.4708		0.4467	0.4467	0.0000		1,705.9115	0.3920	0.0000	1,715.7103
Waste						0.0000	0.0000		0.0000	0.0000	74.2358		74.2358	4.3872	0.0000	183.9161
Water						0.0000	0.0000		0.0000	0.0000	7.0279		60.7941	0.7241	0.0175	84.1114
Total	5.3425	23.0586	23.6386	0.0813	3.5491	0.5774	4.1265	0.9545	0.5506	1.5051	81.2538		8,793.8030	5.9075	0.0370	8,952.5193

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Tentative Tract - San Joaquin Valley Air Basin, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/9/2020	6/8/2020	5	0	
2	Site Preparation	Site Preparation	9/15/2020	11/9/2020	5	40	
3	Grading	Grading	11/10/2020	4/12/2021	5	110	
4	Building Construction	Building Construction	4/13/2021	7/14/2025	5	1110	
5	Paving	Paving	7/15/2025	10/27/2025	5	75	
6	Architectural Coating	Architectural Coating	10/28/2025	2/9/2026	5	75	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 275

Acres of Paving: 0

Residential Indoor: 1,239,300; Residential Outdoor: 413,100; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0
(Architectural Coating – sqft)OffRoad Equipment

Tentative Tract - San Joaquin Valley Air Basin, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Tentative Tract - San Joaquin Valley Air Basin, Annual

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	122.00	36.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	24.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	MT/yr															
tons/yr																
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Tentative Tract - San Joaquin Valley Air Basin, Annual

3.2 Demolition - 2020

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Tentative Tract - San Joaquin Valley Air Basin, Annual

3.2 Demolition - 2020

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					0.3613	0.0000	0.3613	0.1986	0.0000	0.1986	0.0000		0.0000	0.0000	0.0000	0.0000
Off-Road	0.0815	0.8484	0.4303	7.6000e-004		0.0440	0.0440	0.0404	0.0404	0.0404	0.0000		66.8614	0.0216	0.0000	67.4020
Total	0.0815	0.8484	0.4303	7.6000e-004	0.3613	0.0440	0.4053	0.1986	0.0404	0.2390	0.0000		66.8614	0.0216	0.0000	67.4020

Tentative Tract - San Joaquin Valley Air Basin, Annual

3.3 Site Preparation - 2020 Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5200e-003	1.0300e-003	0.0105	3.0000e-005	2.8800e-003	2.0000e-005	2.9000e-003	7.6000e-004	2.0000e-005	7.8000e-004	0.0000	0.0000	2.5846	7.0000e-005	0.0000	2.5864
Total	1.5200e-003	1.0300e-003	0.0105	3.0000e-005	2.8800e-003	2.0000e-005	2.9000e-003	7.6000e-004	2.0000e-005	7.8000e-004	0.0000	0.0000	2.5846	7.0000e-005	0.0000	2.5864

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					0.3613	0.0000	0.3613	0.1986	0.0000	0.1986	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0815	0.8484	0.4303	7.6000e-004		0.0440	0.0440	0.0404	0.0404	0.0404	0.0000	0.0000	66.8613	0.0216	0.0000	67.4019
Total	0.0815	0.8484	0.4303	7.6000e-004	0.3613	0.0440	0.4053	0.1986	0.0404	0.2390	0.0000	0.0000	66.8613	0.0216	0.0000	67.4019

Tentative Tract - San Joaquin Valley Air Basin, Annual

3.3 Site Preparation - 2020**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5200e-003	1.0300e-003	0.0105	3.0000e-005	2.8800e-003	2.0000e-005	2.9000e-003	7.6000e-004	2.0000e-005	7.8000e-004	0.0000	0.0000	2.5846	7.0000e-005	0.0000	2.5864
Total	1.5200e-003	1.0300e-003	0.0105	3.0000e-005	2.8800e-003	2.0000e-005	2.9000e-003	7.6000e-004	2.0000e-005	7.8000e-004	0.0000	0.0000	2.5846	7.0000e-005	0.0000	2.5864

3.4 Grading - 2020**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					0.2602	0.0000	0.2602	0.0786	0.0000	0.0786	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0846	0.9538	0.6072	1.1800e-003		0.0413	0.0413	0.0380	0.0380	0.0380	0.0000	0.0000	103.5202	0.0335	0.0000	104.3572
Total	0.0846	0.9538	0.6072	1.1800e-003	0.2602	0.0413	0.3015	0.0786	0.0380	0.1166	0.0000	0.0000	103.5202	0.0335	0.0000	104.3572

Tentative Tract - San Joaquin Valley Air Basin, Annual

3.4 Grading - 2020

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000
Worker	1.6100e-003	1.0900e-003	0.0111	3.0000e-005	3.0400e-003	2.0000e-005	3.0600e-003	8.1000e-004	2.0000e-005	8.3000e-004	0.0000		2.7281	8.0000e-005	0.0000	2.7301
Total	1.6100e-003	1.0900e-003	0.0111	3.0000e-005	3.0400e-003	2.0000e-005	3.0600e-003	8.1000e-004	2.0000e-005	8.3000e-004	0.0000		2.7281	8.0000e-005	0.0000	2.7301
MT/yr																

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					0.2602	0.0000	0.2602	0.0786	0.0000	0.0786	0.0000		0.0000	0.0000	0.0000	0.0000
Off-Road	0.0846	0.9538	0.6072	1.1800e-003	0.0413	0.0413	0.0413	0.0380	0.0380	0.0380	0.0000		103.5200	0.0335	0.0000	104.3571
Total	0.0846	0.9538	0.6072	1.1800e-003	0.2602	0.0413	0.3015	0.0786	0.0380	0.1166	0.0000		103.5200	0.0335	0.0000	104.3571
MT/yr																

Tentative Tract - San Joaquin Valley Air Basin, Annual

3.4 Grading - 2020

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000
Worker	1.6100e-003	1.0900e-003	0.0111	3.0000e-005	3.0400e-003	2.0000e-005	3.0600e-003	8.1000e-004	2.0000e-005	8.3000e-004	0.0000		2.7281	8.0000e-005	0.0000	2.7301
Total	1.6100e-003	1.0900e-003	0.0111	3.0000e-005	3.0400e-003	2.0000e-005	3.0600e-003	8.1000e-004	2.0000e-005	8.3000e-004	0.0000		2.7281	8.0000e-005	0.0000	2.7301
MT/yr																

3.4 Grading - 2021

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					0.3626	0.0000	0.3626	0.1349	0.0000	0.1349	0.0000		0.0000	0.0000	0.0000	0.0000
Off-Road	0.1509	1.6704	1.1116	2.2300e-003		0.0715	0.0715	0.0658	0.0658	0.0658	0.0000		196.1819	0.0635	0.0000	197.7682
Total	0.1509	1.6704	1.1116	2.2300e-003	0.3626	0.0715	0.4341	0.1349	0.0658	0.2007	0.0000		196.1819	0.0635	0.0000	197.7682
MT/yr																

Tentative Tract - San Joaquin Valley Air Basin, Annual

3.4 Grading - 2021

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-003	1.8400e-003	0.0190	6.0000e-005	5.7600e-003	4.0000e-005	5.8000e-003	1.5300e-003	4.0000e-005	1.5700e-003	0.0000		4.9894	1.3000e-004	0.0000	4.9927
Total	2.8000e-003	1.8400e-003	0.0190	6.0000e-005	5.7600e-003	4.0000e-005	5.8000e-003	1.5300e-003	4.0000e-005	1.5700e-003	0.0000		4.9894	1.3000e-004	0.0000	4.9927
MT/yr																

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					0.3626	0.0000	0.3626	0.1349	0.0000	0.1349	0.0000		0.0000	0.0000	0.0000	0.0000
Off-Road	0.1509	1.6704	1.1116	2.2300e-003		0.0715	0.0715		0.0658	0.0658	0.0000		196.1817	0.0635	0.0000	197.7679
Total	0.1509	1.6704	1.1116	2.2300e-003	0.3626	0.0715	0.4341	0.1349	0.0658	0.2007	0.0000		196.1817	0.0635	0.0000	197.7679
MT/yr																

Tentative Tract - San Joaquin Valley Air Basin, Annual

3.4 Grading - 2021

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr										MT/yr						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-003	1.8400e-003	0.0190	6.0000e-005	5.7600e-003	4.0000e-005	5.8000e-003	1.5300e-003	4.0000e-005	1.5700e-003	0.0000	0.0000	4.9894	1.3000e-004	0.0000	4.9927
Total	2.8000e-003	1.8400e-003	0.0190	6.0000e-005	5.7600e-003	4.0000e-005	5.8000e-003	1.5300e-003	4.0000e-005	1.5700e-003	0.0000	0.0000	4.9894	1.3000e-004	0.0000	4.9927

3.5 Building Construction - 2021

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr										MT/yr						
Off-Road	0.1796	1.6473	1.5664	2.5400e-003	0.0906	0.0906	0.0906	0.0852	0.0852	0.0852	0.0000	0.0000	218.8972	0.0528	0.0000	220.2175
Total	0.1796	1.6473	1.5664	2.5400e-003	0.0906	0.0906	0.0906	0.0852	0.0852	0.0852	0.0000	0.0000	218.8972	0.0528	0.0000	220.2175

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3.5 Building Construction - 2021

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000
Vendor	0.0110	0.3751	0.0664	9.6000e-004	0.0226	1.0600e-003	0.0236	6.5200e-003	1.0100e-003	7.5200e-003	0.0000		91.0073	6.9500e-003	0.0000	91.1810
Worker	0.0449	0.0294	0.3049	8.8000e-004	0.0922	6.3000e-004	0.0928	0.0245	5.8000e-004	0.0251	0.0000		79.8929	2.1100e-003	0.0000	79.9457
Total	0.0559	0.4045	0.3734	1.8400e-003	0.1147	1.6900e-003	0.1164	0.0310	1.5900e-003	0.0326	0.0000		170.9002	9.0600e-003	0.0000	171.1267

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Off-Road	0.1798	1.6473	1.5664	2.5400e-003		0.0906	0.0906		0.0852	0.0852	0.0000		218.8970	0.0528	0.0000	220.2172
Total	0.1796	1.6473	1.5664	2.5400e-003		0.0906	0.0906		0.0852	0.0852	0.0000		218.8970	0.0528	0.0000	220.2172

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3.5 Building Construction - 2021

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr										MT/yr						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0110	0.3751	0.0684	9.6000e-004	0.0226	1.0600e-003	0.0236	6.6200e-003	1.0100e-003	7.5200e-003	0.0000	0.0000	91.0073	6.9500e-003	0.0000	91.1810
Worker	0.0449	0.0284	0.3049	8.8000e-004	0.0922	6.3000e-004	0.0928	0.0245	5.8000e-004	0.0251	0.0000	0.0000	79.8929	2.1100e-003	0.0000	79.9457
Total	0.0559	0.4045	0.3734	1.8400e-003	0.1147	1.5900e-003	0.1164	0.0310	1.5900e-003	0.0326	0.0000	0.0000	170.9002	9.0600e-003	0.0000	171.1267

3.5 Building Construction - 2022

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr										MT/yr						
Off-Road	0.2218	2.0300	2.1272	3.5000e-003		0.1052	0.1052		0.0990	0.0990	0.0000		301.2428	0.0722	0.0000	303.0471
Total	0.2218	2.0300	2.1272	3.5000e-003		0.1052	0.1052		0.0990	0.0990	0.0000		301.2428	0.0722	0.0000	303.0471

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3.5 Building Construction - 2022

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000
Vendor	0.0140	0.4889	0.0868	1.3100e-003	0.0310	1.2600e-003	0.0323	8.9600e-003	1.2000e-003	0.0102	0.0000		124.0326	9.2200e-003	0.0000	124.2630
Worker	0.0572	0.0361	0.3822	1.1700e-003	0.1268	8.5000e-004	0.1276	0.0337	7.8000e-004	0.0345	0.0000		105.9780	2.5900e-003	0.0000	106.0428
Total	0.0712	0.5250	0.4691	2.4800e-003	0.1578	2.1100e-003	0.1599	0.0427	1.9800e-003	0.0447	0.0000		230.0106	0.0118	0.0000	230.3058
MT/yr																

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.2218	2.0300	2.1272	3.5000e-003		0.1052	0.1052		0.0990	0.0990	0.0000		301.2425	0.0722	0.0000	303.0467
Total	0.2218	2.0300	2.1272	3.5000e-003		0.1052	0.1052		0.0990	0.0990	0.0000		301.2425	0.0722	0.0000	303.0467
MT/yr																

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3.5 Building Construction - 2022**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0140	0.4889	0.0868	1.3100e-003	0.0310	1.2600e-003	0.0323	8.9600e-003	1.2000e-003	0.0102	0.0000		124.0326	9.2200e-003	0.0000	124.2630
Worker	0.0572	0.0361	0.3822	1.1700e-003	0.1268	8.5000e-004	0.1276	0.0337	7.8000e-004	0.0345	0.0000		105.9780	2.5900e-003	0.0000	106.0428
Total	0.0712	0.5250	0.4691	2.4800e-003	0.1578	2.1100e-003	0.1599	0.0427	1.9800e-003	0.0447	0.0000		230.0106	0.0118	0.0000	230.3058
MT/yr																

3.5 Building Construction - 2023**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000		301.3462	0.0717	0.0000	303.1383
Total	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000		301.3462	0.0717	0.0000	303.1383
MT/yr																

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3.5 Building Construction - 2023

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr										MT/yr						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000
Vendor	9.7300e-003	0.3775	0.0717	1.2700e-003	0.0310	3.7000e-004	0.0314	8.9600e-003	3.6000e-004	9.3200e-003	0.0000		121.0172	6.3300e-003	0.0000	121.1754
Worker	0.0531	0.0323	0.3483	1.1300e-003	0.1268	8.2000e-004	0.1276	0.0337	7.6000e-004	0.0345	0.0000		102.0258	2.3100e-003	0.0000	102.0835
Total	0.0629	0.4099	0.4200	2.4000e-003	0.1578	1.1900e-003	0.1590	0.0427	1.1200e-003	0.0438	0.0000		223.0430	8.6400e-003	0.0000	223.2589

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr										MT/yr						
Off-Road	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000		301.3458	0.0717	0.0000	303.1380
Total	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000		301.3458	0.0717	0.0000	303.1380

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3.5 Building Construction - 2023

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr										MT/yr						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.7300e-003	0.3775	0.0717	1.2700e-003	0.0310	3.7000e-004	0.0314	8.9600e-003	3.6000e-004	9.3200e-003	0.0000	0.0000	121.0172	6.3300e-003	0.0000	121.1754
Worker	0.0631	0.0323	0.3483	1.1300e-003	0.1268	8.2000e-004	0.1276	0.0337	7.6000e-004	0.0345	0.0000	0.0000	102.0258	2.3100e-003	0.0000	102.0835
Total	0.0629	0.4099	0.4200	2.4000e-003	0.1578	1.1900e-003	0.1590	0.0427	1.1200e-003	0.0438	0.0000	0.0000	223.0430	8.6400e-003	0.0000	223.2589

3.5 Building Construction - 2024

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr										MT/yr						
Off-Road	0.1928	1.7611	2.1179	3.5300e-003	0.0803	0.0803	0.0803	0.0756	0.0756	0.0756	0.0000	0.0000	303.7223	0.0718	0.0000	305.5179
Total	0.1928	1.7611	2.1179	3.5300e-003	0.0803	0.0803	0.0803	0.0756	0.0756	0.0756	0.0000	0.0000	303.7223	0.0718	0.0000	305.5179

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3.5 Building Construction - 2024

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.5100e-003	0.3774	0.0681	1.2700e-003	0.0313	3.7000e-004	0.0316	9.0300e-003	3.6000e-004	9.3900e-003	0.0000	0.0000	121.0261	6.4700e-003	0.0000	121.1878
Worker	0.0500	0.0293	0.3238	1.0900e-003	0.1278	8.1000e-004	0.1286	0.0340	7.5000e-004	0.0347	0.0000	0.0000	98.9022	2.0900e-003	0.0000	98.9545
Total	0.0595	0.4067	0.3920	2.3600e-003	0.1590	1.1800e-003	0.1602	0.0430	1.1100e-003	0.0441	0.0000	0.0000	219.9282	8.5600e-003	0.0000	220.1423

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000		303.7220	0.0718	0.0000	305.5175
Total	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000		303.7220	0.0718	0.0000	305.5175

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3.5 Building Construction - 2024

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.5100e-003	0.3774	0.0681	1.2700e-003	0.0313	3.7000e-004	0.0316	9.0300e-003	3.6000e-004	9.3900e-003	0.0000	0.0000	121.0261	6.4700e-003	0.0000	121.1878
Worker	0.0500	0.0293	0.3238	1.0900e-003	0.1278	8.1000e-004	0.1286	0.0340	7.5000e-004	0.0347	0.0000	0.0000	98.9022	2.0900e-003	0.0000	98.9545
Total	0.0595	0.4067	0.3920	2.3600e-003	0.1590	1.1800e-003	0.1602	0.0430	1.1100e-003	0.0441	0.0000	0.0000	219.9282	8.5600e-003	0.0000	220.1423

3.5 Building Construction - 2025

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.0950	0.8666	1.1179	1.8700e-003		0.0367	0.0367		0.0345	0.0345	0.0000		161.1840	0.0379	0.0000	162.1313
Total	0.0950	0.8666	1.1179	1.8700e-003		0.0367	0.0367		0.0345	0.0345	0.0000		161.1840	0.0379	0.0000	162.1313

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3.5 Building Construction - 2025

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.9100e-003	0.1985	0.0344	6.7000e-004	0.0166	2.0000e-004	0.0188	4.7900e-003	1.9000e-004	4.9800e-003	0.0000	0.0000	63.7553	3.4800e-003	0.0000	63.8423
Worker	0.0249	0.0140	0.1582	5.6000e-004	0.0678	4.2000e-004	0.0682	0.0180	3.9000e-004	0.0184	0.0000	0.0000	50.3978	1.0000e-003	0.0000	50.4228
Total	0.0298	0.2126	0.1925	1.2300e-003	0.0844	6.2000e-004	0.0850	0.0228	5.8000e-004	0.0234	0.0000	0.0000	114.1531	4.4800e-003	0.0000	114.2651
MT/yr																

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.0950	0.8666	1.1179	1.8700e-003		0.0367	0.0367		0.0345	0.0345	0.0000		161.1838	0.0379	0.0000	162.1311
Total	0.0950	0.8666	1.1179	1.8700e-003		0.0367	0.0367		0.0345	0.0345	0.0000		161.1838	0.0379	0.0000	162.1311
MT/yr																

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3.5 Building Construction - 2025**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr										MT/yr						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.9100e-003	0.1985	0.0344	6.7000e-004	0.0166	2.0000e-004	0.0168	4.7900e-003	1.9000e-004	4.9800e-003	0.0000	0.0000	63.7553	3.4800e-003	0.0000	63.8423
Worker	0.0249	0.0140	0.1582	5.6000e-004	0.0678	4.2000e-004	0.0682	0.0180	3.9000e-004	0.0184	0.0000	0.0000	50.3978	1.0000e-003	0.0000	50.4228
Total	0.0298	0.2126	0.1926	1.2300e-003	0.0844	6.2000e-004	0.0850	0.0228	5.8000e-004	0.0234	0.0000	0.0000	114.1531	4.4800e-003	0.0000	114.2651

3.6 Paving - 2025**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr										MT/yr						
Off-Road	0.0343	0.3218	0.5467	8.5000e-004		0.0157	0.0157		0.0144	0.0144	0.0000	0.0000	75.0722	0.0243	0.0000	75.6792
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0343	0.3218	0.5467	8.5000e-004		0.0157	0.0157		0.0144	0.0144	0.0000	0.0000	75.0722	0.0243	0.0000	75.6792

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3.6 Paving - 2025

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr										MT/yr						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6500e-003	9.3000e-004	0.0105	4.0000e-005	4.5000e-003	3.0000e-005	4.5200e-003	1.2000e-003	3.0000e-005	1.2200e-003	0.0000	0.0000	3.3434	7.0000e-005	0.0000	3.3451
Total	1.6500e-003	9.3000e-004	0.0105	4.0000e-005	4.5000e-003	3.0000e-005	4.5200e-003	1.2000e-003	3.0000e-005	1.2200e-003	0.0000	0.0000	3.3434	7.0000e-005	0.0000	3.3451

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr										MT/yr						
Off-Road	0.0343	0.3218	0.5467	8.5000e-004		0.0157	0.0157		0.0144	0.0144	0.0000		75.0721	0.0243	0.0000	75.6791
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000
Total	0.0343	0.3218	0.5467	8.5000e-004		0.0157	0.0157		0.0144	0.0144	0.0000		75.0721	0.0243	0.0000	75.6791

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3.6 Paving - 2025**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6500e-003	9.3000e-004	0.0105	4.0000e-005	4.5000e-003	3.0000e-005	4.5200e-003	1.2000e-003	3.0000e-005	1.2200e-003	0.0000	0.0000	3.3434	7.0000e-005	0.0000	3.3451
Total	1.6500e-003	9.3000e-004	0.0105	4.0000e-005	4.5000e-003	3.0000e-005	4.5200e-003	1.2000e-003	3.0000e-005	1.2200e-003	0.0000	0.0000	3.3434	7.0000e-005	0.0000	3.3451

3.7 Architectural Coating - 2025**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Architl Coaling	3.5997					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0200e-003	0.0269	0.0425	7.0000e-005		1.2100e-003	1.2100e-003	1.2100e-003	1.2100e-003	1.2100e-003	0.0000	0.0000	6.0002	3.3000e-004	0.0000	6.0083
Total	3.6037	0.0269	0.0425	7.0000e-005		1.2100e-003	1.2100e-003	1.2100e-003	1.2100e-003	1.2100e-003	0.0000	0.0000	6.0002	3.3000e-004	0.0000	6.0083

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3.7 Architectural Coating - 2025

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6500e-003	9.3000e-004	0.0105	4.0000e-005	4.5100e-003	3.0000e-005	4.5400e-003	1.2000e-003	3.0000e-005	1.2200e-003	0.0000	0.0000	3.3523	7.0000e-005	0.0000	3.3540
Total	1.6500e-003	9.3000e-004	0.0105	4.0000e-005	4.5100e-003	3.0000e-005	4.5400e-003	1.2000e-003	3.0000e-005	1.2200e-003	0.0000	0.0000	3.3523	7.0000e-005	0.0000	3.3540
MT/yr																

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Archit. Coating	3.5997					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0200e-003	0.0269	0.0425	7.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003	0.0000	0.0000	6.0001	3.3000e-004	0.0000	6.0083
Total	3.6037	0.0269	0.0425	7.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003	0.0000	0.0000	6.0001	3.3000e-004	0.0000	6.0083
MT/yr																

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3.7 Architectural Coating - 2025

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000
Worker	1.6500e-003	9.3000e-004	0.0105	4.0000e-005	4.5100e-003	3.0000e-005	4.5400e-003	1.2000e-003	3.0000e-005	1.2200e-003	0.0000		3.3523	7.0000e-005	0.0000	3.3540
Total	1.6500e-003	9.3000e-004	0.0105	4.0000e-005	4.5100e-003	3.0000e-005	4.5400e-003	1.2000e-003	3.0000e-005	1.2200e-003	0.0000		3.3523	7.0000e-005	0.0000	3.3540

3.7 Architectural Coating - 2026

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Archit. Coating	2.1445					0.0000	0.0000		0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000
Off-Road	2.3900e-003	0.0160	0.0253	4.0000e-005		7.2000e-004	7.2000e-004		7.2000e-004	7.2000e-004	0.0000		3.5746	1.9000e-004	0.0000	3.5794
Total	2.1469	0.0160	0.0253	4.0000e-005		7.2000e-004	7.2000e-004		7.2000e-004	7.2000e-004	0.0000		3.5746	1.9000e-004	0.0000	3.5794

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3.7 Architectural Coating - 2026 Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.3000e-004	5.1000e-004	5.8400e-003	2.0000e-005	2.6900e-003	2.0000e-005	2.7000e-003	7.1000e-004	1.0000e-005	7.3000e-004	0.0000	0.0000	1.9273	4.0000e-005	0.0000	1.9282
Total	9.3000e-004	5.1000e-004	5.8400e-003	2.0000e-005	2.6900e-003	2.0000e-005	2.7000e-003	7.1000e-004	1.0000e-005	7.3000e-004	0.0000	0.0000	1.9273	4.0000e-005	0.0000	1.9282

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Archit. Coating	2.1445					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3900e-003	0.0160	0.0253	4.0000e-005		7.2000e-004	7.2000e-004		7.2000e-004	7.2000e-004	0.0000		3.5746	1.9000e-004	0.0000	3.5794
Total	2.1469	0.0160	0.0253	4.0000e-005		7.2000e-004	7.2000e-004		7.2000e-004	7.2000e-004	0.0000		3.5746	1.9000e-004	0.0000	3.5794

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3.7 Architectural Coating - 2026

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000
Worker	9.3000e-004	5.1000e-004	5.8400e-003	2.0000e-005	2.6900e-003	2.0000e-005	2.7000e-003	7.1000e-004	1.0000e-005	7.3000e-004	0.0000		1.9273	4.0000e-005	0.0000	1.9282
Total	9.3000e-004	5.1000e-004	5.8400e-003	2.0000e-005	2.6900e-003	2.0000e-005	2.7000e-003	7.1000e-004	1.0000e-005	7.3000e-004	0.0000		1.9273	4.0000e-005	0.0000	1.9282

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Mitigated	1.1190	12.2564	11.5073	0.0579	3.5491	0.0493	3.5983	0.9545	0.0465	1.0010	0.0000		5,378.0138	0.3492	0.0000	5,386.7446
Unmitigated	1.1190	12.2564	11.5073	0.0579	3.5491	0.0493	3.5983	0.9545	0.0465	1.0010	0.0000		5,378.0138	0.3492	0.0000	5,386.7446
MT/yr																

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT		Annual VMT	
City Park	0.00	0.00	0.00				
Single Family Housing	3,236.80	3,369.40	2,930.80	9,307,870		9,307,870	
Total	3,236.80	3,369.40	2,930.80	9,307,870		9,307,870	

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Single Family Housing	10.80	7.30	7.50	45.60	19.00	35.40	86	11	3

4.4 Fleet Mix

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Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.511925	0.031902	0.170344	0.119204	0.018408	0.005097	0.021580	0.111258	0.001794	0.001564	0.005229	0.000954	0.000741
Single Family Housing	0.511925	0.031902	0.170344	0.119204	0.018408	0.005097	0.021580	0.111258	0.001794	0.001564	0.005229	0.000954	0.000741

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000		949.0622	0.0392	8.1100e-003	952.4575
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000		949.0622	0.0392	8.1100e-003	952.4575
Natural Gas Mitigated	0.0479	0.4096	0.1743	2.6100e-003		0.0331	0.0331		0.0331	0.0331	0.0000		474.3713	9.0900e-003	8.7000e-003	477.1902
Natural Gas Unmitigated	0.0479	0.4096	0.1743	2.6100e-003		0.0331	0.0331		0.0331	0.0331	0.0000		474.3713	9.0900e-003	8.7000e-003	477.1902

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5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use kBtu/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																	
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000
Single Family Housing	8.88938e+006	0.0479	0.4096	0.1743	2.6100e-003		0.0331	0.0331		0.0331	0.0331	0.0000		474.3713	9.0900e-003	8.7000e-003	477.1902
Total		0.0479	0.4096	0.1743	2.6100e-003		0.0331	0.0331		0.0331	0.0331	0.0000		474.3713	9.0900e-003	8.7000e-003	477.1902

Mitigated

Land Use	NaturalGas Use kBtu/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																	
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000
Single Family Housing	8.88938e+006	0.0479	0.4096	0.1743	2.6100e-003		0.0331	0.0331		0.0331	0.0331	0.0000		474.3713	9.0900e-003	8.7000e-003	477.1902
Total		0.0479	0.4096	0.1743	2.6100e-003		0.0331	0.0331		0.0331	0.0331	0.0000		474.3713	9.0900e-003	8.7000e-003	477.1902

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5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	2.97865e +006	949.0622	0.0392	8.1100e- 003	952.4575
Total		949.0622	0.0392	8.1100e- 003	952.4575

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	2.97865e +006	949.0622	0.0392	8.1100e- 003	952.4575
Total		949.0622	0.0392	8.1100e- 003	952.4575

6.0 Area Detail**6.1 Mitigation Measures Area**

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Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Mitigated	3.0558	0.1563	2.5814	9.5000e-004		0.0243	0.0243		0.0243	0.0243	0.0000		151.4143	6.8000e-003	2.7000e-003	152.3890
Unmitigated	3.0558	0.1563	2.5814	9.5000e-004		0.0243	0.0243		0.0243	0.0243	0.0000		151.4143	6.8000e-003	2.7000e-003	152.3890
MT/yr																

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Architectural Coating	0.5744					0.0000	0.0000		0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000
Consumer Products	2.3802					0.0000	0.0000		0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000
Hearth	0.0149	0.1272	0.0541	8.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000		147.2905	2.8200e-003	2.7000e-003	148.1658
Landscaping	0.0763	0.0292	2.5273	1.3000e-004		0.0140	0.0140		0.0140	0.0140	0.0000		4.1238	3.9800e-003	0.0000	4.2253
Total	3.0558	0.1563	2.5814	9.4000e-004		0.0242	0.0242		0.0242	0.0242	0.0000		151.4143	6.8000e-003	2.7000e-003	152.3890
MT/yr																

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6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.5744					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.3902					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0149	0.1272	0.0541	8.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	0.0000	147.2905	2.8200e-003	2.7000e-003	148.1658
Landscaping	0.0763	0.0292	2.5273	1.3000e-004		0.0140	0.0140		0.0140	0.0140	0.0000	0.0000	4.1238	3.9800e-003	0.0000	4.2233
Total	3.0558	0.1563	2.5814	9.4000e-004		0.0242	0.0242		0.0242	0.0242	0.0000	0.0000	151.4143	6.8000e-003	2.7000e-003	152.3890

7.0 Water Detail

7.1 Mitigation Measures Water

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	60.7941	0.7241	0.0175	84.1114
Unmitigated	60.7941	0.7241	0.0175	84.1114

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	22.1524 / 13.9856	60.7941	0.7241	0.0175	84.1114
Total		60.7941	0.7241	0.0175	84.1114

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7.2 Water by Land Use**Mitigated**

Land Use	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
	Mgal	MT/yr			
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	22.1524 / 13.9656	60.7941	0.7241	0.0175	84.1114
Total		60.7941	0.7241	0.0175	84.1114

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	74.2358	4.3872	0.0000	183.9161
Unmitigated	74.2358	4.3872	0.0000	183.9161

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8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	365.71	74.2358	4.3872	0.0000	183.9161
Total		74.2358	4.3872	0.0000	183.9161

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	365.71	74.2358	4.3872	0.0000	183.9161
Total		74.2358	4.3872	0.0000	183.9161

9.0 Operational Offroad

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Air Compressors	2	8.00	260	78	0.48	Diesel
Cement and Mortar Mixers	8	8.00	260	9	0.56	Diesel
Concrete/Industrial Saws	2	8.00	260	81	0.73	Diesel
Cranes	2	8.00	260	231	0.29	Diesel
Crawler Tractors	2	8.00	260	212	0.43	Diesel
Dumpers/Tenders	5	8.00	260	16	0.38	Diesel
Excavators	1	8.00	260	158	0.38	Diesel
Forklifts	8	8.00	260	89	0.20	Diesel
Generator Sets	4	8.00	260	84	0.74	Diesel
Graders	1	8.00	260	187	0.41	Diesel
Off-Highway Tractors	4	8.00	260	124	0.44	Diesel
Off-Highway Trucks	2	8.00	260	402	0.38	Diesel
Other Construction Equipment	0	8.00	260	172	0.42	Diesel
Other Material Handling Equipment	0	8.00	260	168	0.40	Diesel

UnMitigated/Mitigated

Tentative Tract - San Joaquin Valley Air Basin, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Air Compressors	0.0709	0.4883	0.6287	1.0300e-003		0.0283	0.0283		0.0283	0.0283	0.0000		88.5128	5.7600e-003	0.0000	88.6569
Cement and Mortar Mixers	0.0611	0.3829	0.3208	7.4000e-004		0.0149	0.0149		0.0149	0.0149	0.0000		47.6607	4.9500e-003	0.0000	47.7844
Concrete/Industrial Saws	0.0930	0.7283	0.9528	1.6300e-003		0.0391	0.0391		0.0391	0.0391	0.0000		139.7908	7.6300e-003	0.0000	139.9813
Cranes	0.0963	1.0808	0.4888	1.4900e-003		0.0449	0.0449		0.0413	0.0413	0.0000		130.9466	0.0424	0.0000	132.0054
Crawler Tractors	0.1275	1.5577	0.6002	2.0300e-003		0.0588	0.0588		0.0541	0.0541	0.0000		178.5318	0.0577	0.0000	179.9754
Dumpers/Tenders	0.0478	0.3020	0.1630	4.9000e-004		0.0113	0.0113		0.0113	0.0113	0.0000		35.9347	3.8600e-003	0.0000	36.0311
Excavators	0.0265	0.2322	0.4253	6.7000e-004		0.0112	0.0112		0.0103	0.0103	0.0000		59.2637	0.0192	0.0000	59.7428
Forklifts	0.1187	1.1026	1.2059	1.6000e-003		0.0730	0.0730		0.0672	0.0672	0.0000		140.3613	0.0454	0.0000	141.4962
Generator Sets	0.1716	1.5227	1.9115	3.4200e-003		0.0764	0.0764		0.0764	0.0784	0.0000		293.9079	0.0140	0.0000	294.2570
Graders	0.0538	0.6813	0.2231	8.6000e-004		0.0217	0.0217		0.0199	0.0199	0.0000		75.3888	0.0244	0.0000	75.9984
Off-Highway Tractors	0.1145	1.1088	1.5779	2.4200e-003		0.0531	0.0531		0.0489	0.0489	0.0000		212.4325	0.0687	0.0000	214.1501
Off-Highway Trucks	0.1381	1.0488	0.8776	3.4500e-003		0.0381	0.0381		0.0351	0.0351	0.0000		303.1801	0.0981	0.0000	305.6315
Other Construction Equipment	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000
Other Material Handling Equipment	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000
Total	1.1198	10.2362	9.3756	0.0198		0.4708	0.4708		0.4467	0.4467	0.0000		1,705.9115	0.3920	0.0000	1,715.7104

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Tentative Tract - San Joaquin Valley Air Basin, Annual

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

Pre-consultation Received

Attachment: Attachment 4 - Previous Planning Commission Staff Report (CD: Appeal No. 2020-01 TT 928)

Diana Black

Development Services Technician
City of Hanford
317 N. Douty Street
Hanford, CA 93230
P: (559) 585-4768
F: (559) 583-1633
dblack@cityofhanfordca.com

From: WILSON, MICHAEL A [<mailto:MW7046@att.com>]
Sent: Thursday, May 7, 2020 3:46 PM
To: Diana Black <DBlack@cityofhanfordca.com>
Subject: RE: Pre-Consultation Notice - Vesting Tentative Tract 928

Telephone feed will be fiber-optic cable from centennial ave.
Please caution developers concerning fargo ave utilities.

Please have developer send clear tract map when available, and caution them to notify us along with power (QK, 4C, CUC, etc).

Thank you.

Michael Wilson

Manager / Engineer
(559) 739-6423

From: Diana Black [<mailto:DBlack@cityofhanfordca.com>]
Sent: Thursday, May 7, 2020 3:31 PM
To: 9-1-1 DISPATCH <kris.zuniga@co.kings.ca.us>; American Ambulance <bwiele@americanambulance.com>; SLICMAILBOX <SLICBOX@att.com>; WILSON, MICHAEL A <MW7046@att.com>; Tom Webb <TWebb@cityofhanfordca.com>; CA DEPT of WATER RESOURCES - (delia.grijalva@water.ca.gov) <delia.grijalva@water.ca.gov>; CALTRANS-Laura Gordon <laura.gordon@dot.ca.gov>; CALTRANS-Lorena mendibles <lorena.mendibles@dot.ca.gov>; CALTRANS-Scott Lau <scott.lau@dot.ca.gov>; CHAMBER OF COMMERCE <hanfordchamber@comcast.net>; COMCAST <galenraymond@comcast.net>; DRAINAGE DISTRICT <info5@waterboards.ca.gov>; HANFORD ELEMENTARY SCHOOL DISTRICT <jbaker@hesd.k12.ca.us>; HESD-Superintendent <jgabler@hanfordesd.org>; HJUHS <wfishbough@hjuhsd.org>; HJUHS-Renee Creech <rcreech@hjuhsd.k12.ca.us>; Joshua Tullsen <jtullsen@cityofhanfordca.com>; KINGS CO ASSESSOR'S OFFICE <michelle.maldonado@co.kings.ca.us>; KINGS CO BOARD OF REALTORS <admin@kcbor.com>; KINGS CO HEALTH <troy.hommerding@co.kings.ca.us>; KINGS CO HEALTH <lee.johnson@co.kings.ca.us>; KINGS CO PLANNING <chuck.kinney@co.kings.ca.us>; KINGS CO PUBLIC WORKS <mike.hawkins@co.kings.ca.us>; MAIN STREET HANFORD <shelly@mainstreethanford.com>; PEOPLE'S DITCH <ahemans.peoplesditch@yahoo.com>; PG&E <r3hd@pge.com>; PG&E Steve Sisemore <stsg@pge.com>; John Doyel <JDoyel@cityofhanfordca.com>; SCE <david.loftin@sce.com>; SJVAPCD

<CEQA@valleyair.org>; SO CAL GAS CO <dkemp@semprautilities.com>; Steve Pendergrass
<spendergrass@cityofhanfordca.com>; TACHI TRIBE <spowers@tachi-yokut-nsn.gov>; Mike Cosenza
<MCosenza@cityofhanfordca.com>

Subject: Pre-Consultation Notice - Vesting Tentative Tract 928

Please see the attached Pre-Consultation Notice and return comments by June 5, 2020.

Thank you!

Diana Black

Development Services Technician
City of Hanford
317 N. Douty Street
Hanford, CA 93230
P: (559) 585-4768
F: (559) 583-1633
dblack@cityofhanfordca.com

DEPARTMENT OF TRANSPORTATION**DISTRICT 6 OFFICE**

1352 WEST OLIVE AVENUE

P.O. BOX 12616

FRESNO, CA 93778-2616

PHONE (559) 445-5421

FAX (559) 488-4088

TTY 711

www.dot.ca.gov



Making Conservation
a California Way of Life

June 1, 2020

06-KIN-198-16.835
Holloway Road
Tentative Tract Map #928

Gabrielle Myers
Senior Planner
Community Development Department
315-321 North Douty Street
Hanford, CA 93230

Dear Gabrielle:

Thank you for the opportunity to review the Tentative Tract Map #928. The application includes a request to subdivide 81.71 acres into 340 residential lots, a park, and a basin. The project is located at the southeast corner of Centennial Drive and Fargo Avenue in the City of Hanford in Kings County.

Caltrans provides the *following comments* consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

1. According to the ITE Trip Generation 9th Ed. (Land Use 210), the project is estimated to generate approximately 340 trips during the afternoon peak-hour period and would have an impact to the surrounding area. State Route (SR) 198 at 12th Avenue interchange has been recently reconstructed for capacity improvement. The project was funded by the Regional Improvement Program and is currently in the Closeout phase.
2. It is expected that a portion of the trips generated by this development would utilize the SR 43 intersection at Fargo Avenue. This is a skewed two-way stop control intersection, in which Caltrans has identified a need to construct left turn channelization on SR 43, and previous traffic studies have identified a need to signalize the intersection. Signalization would require realignment of Fargo Avenue to modify the skew angle. The developer to contribute its fair share to fund the future infrastructure in this area due to the continuous development within the vicinity.

Gabrielle Myers
June 1, 2020
Page 2

3. Given the previously mentioned information regarding the intersections of SR 198/12th Avenue and SR 43/Fargo Avenue, the applicant should provide a trip distribution/trace of the projects' projected peak hour traffic trips to determine the extent of the projects' impact on State facilities. The trip distribution/trace should be completed and submitted to this office prior to any analysis for a traffic impact study to determine if further analysis will be needed on State facilities.
4. Alternative transportation policies should be applied to the development. An assessment of multi-modal facilities should be conducted to develop an integrated multi-modal transportation system to serve and help alleviate traffic congestion caused by the project and related development in this area of the City. The assessment should include the following:
 - a. Pedestrian walkways should link this proposal to an internal project area walkway, transit facilities, as well as other walkways in the surrounding area.
 - b. The project should consider bicycles as an alternative mode of transportation and offer internal amenities to encourage bicycle use which should include parking, security, lockers and showers. However, internal bicycle paths should be coordinated with local and regional pathways to further encourage the use of bicycles for commuter and recreational purposes.
 - c. If transit is not available within ¼-mile of the site, transit should be extended to provide services to what will be a high activity center.

If you have any further questions, contact Nicholas Isla at (559) 444-2583 or Nicholas.isla@dot.ca.gov.

Sincerely,

Original Signed by

LORENA MENDIBLES, Chief
Transportation Planning - South

Attachment: Attachment 4 - Previous Planning Commission Staff Report (CD: Appeal No. 2020-01 TT 928)

Gabrielle Myers
June 1, 2020
Page 3

City of HANFORD

CALIFORNIA 93230
CITY OFFICES 317 NORTH DOUTY STREET



MAYOR
JOHN DRAXLER
VICE MAYOR
FRANCISCO RAMIREZ
COUNCIL MEMBERS
MARTIN DEVINE
ART BRIENO
SUE SORENSEN
CITY MANAGER
MARIO CIFUENTES II
CITY ATTORNEY
ROBERT M. DOWD

May 7, 2020

PROJECT REVIEW – PRE-CONSULTATION NOTICE

The Community Development Department of the City of Hanford is requesting your comments regarding Tentative Tract Map 928, applicable to property located at the southeast corner of Centennial Drive and Fargo Avenue (APN 009-030-158, -005, -115) – Attachment 1.

- o **Vesting Tentative Tract 928:** A request to subdivide 81.71 acres into 340 residential lots, a park, and a basin.

The proposal is being forwarded to the responsible and interested agencies and individuals for early consultation. The City is in the process of preparing an Initial Study to identify what, if any, significant impacts need to be analyzed in conjunction with this project. Any assistance you can give in this effort would be appreciated.

It is requested that your comments, if any, be transmitted to this office by June 5, 2020 at 5:00 p.m. Comments can be mailed to 317 N. Douty Street, Hanford, CA 93230 or emailed to gmvers@cityofhanfordca.com. If you have any questions or concerns regarding this project, please call Gabrielle Myers at (559)585-2578.

Sincerely,

Gabrielle Myers

Gabrielle Myers, Senior Planner

I ☒ do ☐ do not have comments regarding this Project

Signature

Agency

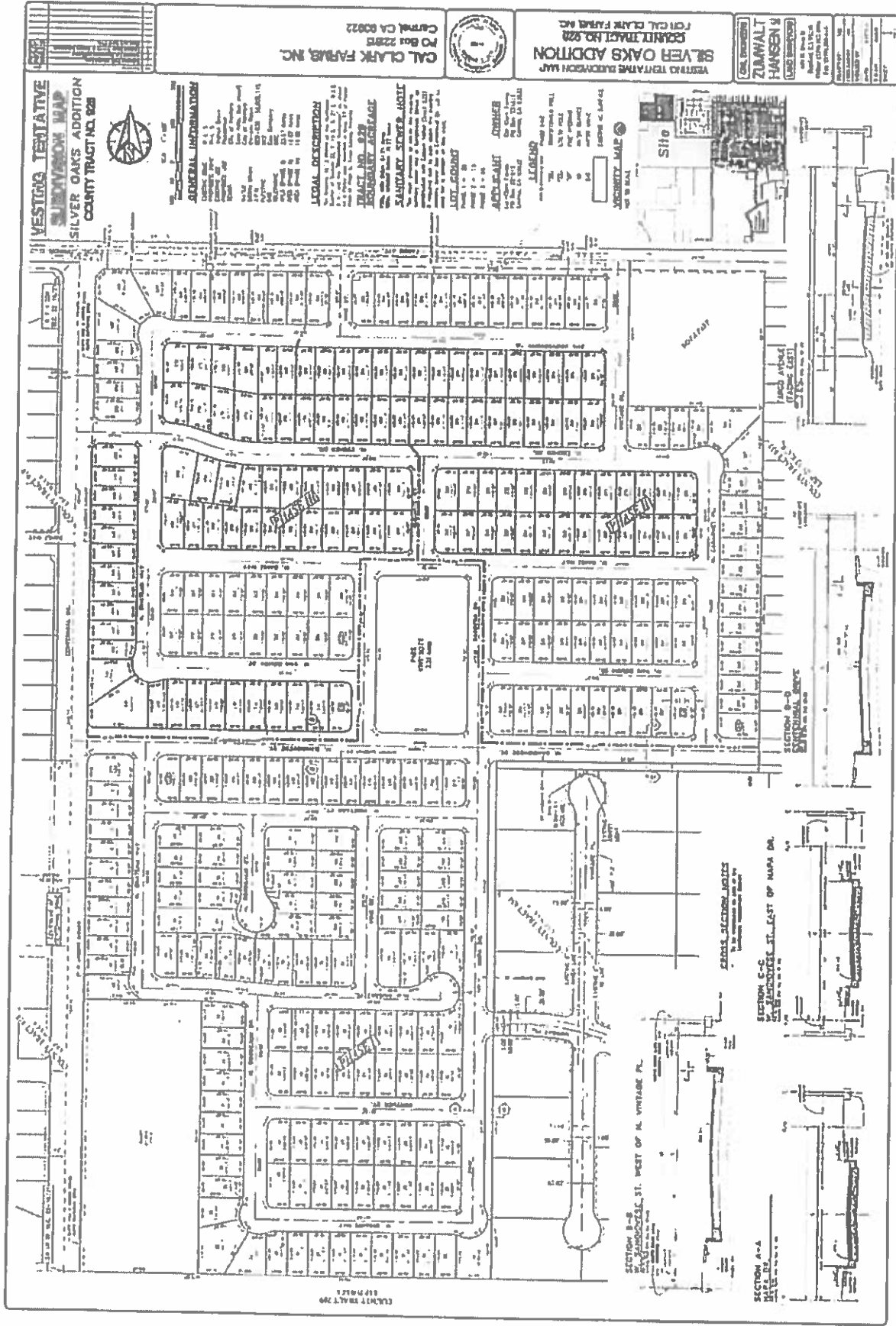
Date

This development is going in an area that is in our most impacted school, Sierra Pacific. This is in addition to other new developments already stated in the same area causing the District great concern in how to house students.

COMMUNITY DEVELOPMENT 559-585-2580 ♦ PLANNING 559-585-2580 ♦ FACSIMILE: 559-583-1633

Attachment: Attachment 4 - Previous Planning Commission Staff Report (CD: Appeal No. 2020-01 TT 928)

Attachment 1: Project Location



Comment Received: May 29, 2020 via email

Dear Gabrielle,

Thank you for contacting the Santa Rosa Rancheria Tachi-Yokut Tribe regarding: Vesting Tentative Tract 928 APN: 009-030-158, -005, -115. Due to the location and tribal history, the Tribe would be requesting to have tribal monitors out on during all ground disturbance related to the site including but not limited to: water ponds, grading, excavation, trenching, and utilities. If you have any questions or comments please contact me directly or the Santa Rosa Rancheria Cultural Department. Thank you.

Sincerely,

Samantha McCarty

Santa Rosa Rancheria Tachi-Yokut Tribe
Cultural Specialist II

SMcCarty@tachi-yokut-nsn.gov

(559) 924-1278 x 4091



San Joaquin Valley

AIR POLLUTION CONTROL DISTRICT



May 28, 2020

Gabrielle Myers
City of Hanford
317 North Douty Street
Hanford, CA 93230

Project: Vesting Tentative Tract 928

District CEQA Reference No: 20200402

Dear Ms. Myers:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above consisting of subdividing 81.71 acres into 340 residential lots, a park and a basin (Project) located at the southeast corner of Centennial Drive and Fargo Avenue, in Hanford, CA. The District offers the following comments:

1. Significance Impact for Annual Criteria Pollutants Emissions – The Project specific annual emissions of criteria pollutants are not expected to exceed any of the following District significance thresholds: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5). Therefore, the District concludes that the Project would have a less than significant impact on air quality when compared to the above-listed annual criteria pollutant emissions significance thresholds.
2. District Rule 9510 (Indirect Source Review) - District Rule 9510 is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site fees. The Project may be subject to District Rule 9510 if it equals or exceeds 250 residential dwelling units and has or will receive a project-level approval from a public agency. For assistance with determining if the Project is subject to Rule 9510, please call the District at (559) 230-6000 or email ISR@valleyair.org.

Samir Sheikh
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726 0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: (661) 392-5500 FAX: (661) 392-5585

www.valleyair.org

www.healthyliving.org

Printed on recycled paper

Attachment: Attachment 4 - Previous Planning Commission Staff Report (CD: Appeal No. 2020-01 TT 928)

In the case the Project is subject to Rule 9510 an AIA application is required and the District recommends that demonstration of compliance with District Rule 9510, before issuance of the first building permit, be made a condition of Project approval. Information about how to comply with District Rule 9510 can be found online at: <http://www.valleyair.org/ISR/ISRHome.htm>. The AIA application form can be found online at: <http://www.valleyair.org/ISR/ISRFormsAndApplications.htm>.

3. District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants) - In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at: <http://www.valleyair.org/busind/comply/asbestosbuln.htm>.
4. Regulation VIII (Fugitive PM10 Prohibitions) - The Project will be subject to Regulation VIII. The project proponent is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in District Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities*. Information on how to comply with Regulation VIII can be found online at: http://www.valleyair.org/busind/comply/PM10/compliance_PM10.htm
5. Other District Rules and Regulations – The above list of rules is neither exhaustive nor exclusive. For example, the Project may be subject to the following District rules, including: Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). To identify other District rules or regulations that apply to this Project or to obtain information on the District's permit requirements, such as an Authority to Construct (ATC), the Project proponent is strongly encouraged to contact the District's Small Business Assistance Office at (559) 230-5888 or e-mail SBA@valleyair.org. Current District rules can be found online at the District's website at: www.valleyair.org/rules/1ruleslist.htm.
6. Potential Air Quality Improvement Measures - The District encourages the following air quality improvement measures to further reduce Project related emissions from construction and operation. A complete list of potential air quality improvement measures can be found online at: <http://www.valleyair.org/ceqaconnected/aqimeasures.aspx>.
 - a. Cleaner Off-Road Construction Equipment – To reduce impacts from construction related exhaust emissions, the District recommends the cleanest

reasonably available off-road construction fleets, as set forth in §2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 Code of Federal Regulations.

- b. Improve Walkability Design – This measure is to improve design elements to enhance walkability and connectivity. Improved street network characteristics within a neighborhood include street accessibility, usually measured in terms of average block size, proportion of four-way intersections, or number of intersections per square mile. Design is also measured in terms of sidewalk coverage, building setbacks, street widths, pedestrian crossings, presence of street trees, and a host of other physical variables that differentiate pedestrian-oriented environments from auto-oriented environments.
- c. Improve Destination Accessibility – This measure is to locate the project in an area with high accessibility to destinations. Destination accessibility is measured in terms of the number of jobs or other attractions reachable within a given travel time, which tends to be highest at central locations and lowest at peripheral ones. The location of the project also increases the potential for pedestrians to walk and bike to these destinations and therefore reduces the (vehicle miles traveled) VMT.
- d. Increase Transit Accessibility – This measure is to locate the project with high density near transit which will facilitate the use of transit by people traveling to or from the Project site. The use of transit results in a mode shift and therefore reduced VMT. A project with a residential/commercial center designed around a rail or bus station, is called a transit-oriented development (TOD). The project description should include, at a minimum, the following design features:
 - A transit station/stop with high-quality, high-frequency bus service located within a 5-10 minute walk (or roughly ¼ mile from stop to edge of development), and/or
 - A rail station located within a 20 minute walk (or roughly ½ mile from station to edge of development)
 - Fast, frequent, and reliable transit service connecting to a high percentage of regional destinations
 - Neighborhood designed for walking and cycling
- e. Voluntary Emission Reduction Agreement - Design elements, mitigation measures, and compliance with District rules and regulations may not be sufficient to reduce project-related impacts on air quality to a less than

significant level. In such situation, project proponents may enter into a Voluntary Emission Reduction Agreement (VERA) with the District to reduce the project related impact on air quality to a less than significant level. A VERA is a mitigation measure by which the project proponent provides pound-for-pound mitigation of air emissions increases through a process that funds and implements emission reduction projects, which are administered through the District's emission reduction incentive grant programs. A VERA can be implemented to address impacts from both construction and operational phases of a project.

The District recommends that a copy of the District's comment letter be provided to the Project proponent. District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this Project. If you have any questions or require further information, please contact Carol Flores by e-mail at carol.flores@valleyair.or or by phone at (559) 230-5935. When calling or emailing the District, please reference District CEQA number 20200402.

Sincerely,



For Arnaud Marjollet
Director of Permit Services

AM: cf

Mitigation Monitoring and Reporting Program

Tentative Tract 928
Mitigation Measures
Mitigated Negative Declaration 2020-22

Mitigation Number	Potential Impact	Mitigation Measure	Responsible Party
AESTHETICS			
MM Aesthetics 1	The project could substantially degrade the existing visual character or quality of the site and its surroundings?	That the applicant develop the project consistent with the General Plan, Hanford Municipal Code, and Tree Ordinance.	Developer
MM Aesthetics 2	The project may create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	That the development comply with the Hanford Municipal Code Section 17.50.140 Outdoor Lighting Standards and the California Building Code for outdoor lighting standards.	Developer
AGRICULTURE RESOURCES			
MM Agriculture Resources 1	The project will convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	That a right-to-farm provision be recorded with the recording of the final subdivision map(s) to insure that future residents of the homes in the project are aware of the adjacent agricultural uses and their right to continue to operate.	City to require

AIR QUALITY			
MM Air Quality 1	The project may conflict with or obstruct implementation of the applicable air quality plan?	That the applicant complies with the SJVAPCDC Air Quality Plan and obtains any necessary permits through the SJVAPCD.	Developer to file application with San Joaquin Valley Air Pollution Control District
MM Air Quality 2	The project could potentially violate any air quality standard or contribute substantially to an existing or projected air quality violation?	That effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf . Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques.	Developer
MM Air Quality 3	The project could potentially result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	The project is subject to District Rule 9510, which is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. The applicant is required to submit an Air Impact Assessment (AIA) application to the District prior to issuance of a building permit.	Developer
CULTURAL RESOURCES			
MM Cultural Resources 1	The project could potentially cause a substantial adverse change in the	That tribal monitors are required during all ground disturbance activities, including but not limited to: water ponds, grading, excavation, trenching, and utilities.	Developer to coordinate with the Tachi Yokut Tribe;

	significance of an archeological resource pursuant to Public Resources Code 15064.5? The project could potentially disturb human remains, including those interred outside of formal cemeteries?		Developer or representative to notify archeologist or coroner of discovery (if uncovered)
MM Cultural Resources 2	The project could potentially cause a substantial adverse change in the significance of an archeological resource pursuant to Public Resources Code 15064.5? The project could potentially disturb human remains, including those interred outside of formal cemeteries?	That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities.	Developer to coordinate with the Tachi Yokut Tribe; Developer or representative to notify archeologist or coroner of discovery (if uncovered)
GEOLOGY AND SOILS			
MM Geology 1	That the project may expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving: - strong seismic ground shaking; - seismic-related ground failure, including	That the development of the project complies with the applicable General Plan policies, as well as the California Building Code.	City of Hanford must ensure conditions are set forth to mitigate impacts; Developer to comply with standards

	liquefaction, - landslides. The project may be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site landslide, lateral spreading, subsidence, liquefaction or collapse?		
MM Geology 2	That the project may expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving: - strong seismic ground shaking; - seismic-related ground failure, including liquefaction, - landslides. The project may be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site landslide, lateral spreading, subsidence, liquefaction or collapse?	That a geotechnical and soil studies be prepared as a required by the Building Official (if applicable).	Building Official to require; developer to conduct study
MM Geology 3:	That the project could result in substantial soil erosion or the loss of	That the physical development of the project comply with the Hanford Municipal Code Section 15.52 Flood Damage Prevention Regulation and the California Building Code, along with the plan check and development	City to require; developer to comply

	topsoil?	review process.	
HAZARDS AND HAZARDOUS MATERIALS			
MM Hazards 1	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	If hazardous materials at or above threshold reporting quantities (55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a gas) will be kept on site during the construction phase, a Hazardous Materials Business Plan must be filed online at http://ceers.calepa.ca.gov within 30 days of beginning operations. Hazardous materials are broadly defined, and include fuel, lubricants, glues, antifreeze, motor vehicle batteries, welding gases, paints, solvents, adhesives, agricultural chemicals, etc. Please contact our office if you require assistance with the online registration process. Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact the Kings County Environmental Health Department at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation.	Developer
MM Hazards 2	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? That the project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Any quantities of hazardous wastes generated by the construction operation must be managed in accordance with Federal, State, and local laws and regulations. Hazardous wastes cannot be disposed of into the municipal waste stream or onsite sewage disposal system. The owner/operator must contact our office at with any questions regarding proper management and reporting of hazardous wastes, such as waste oil/filters, associated with this operation.	Developer
HYDROLOGY AND WATER QUALITY			

MM Hydrology 1 & 2	The project could potentially violate water quality standards or waste discharge requirements. That the project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	1) All new development that disturbs more than one acre is required to comply with the General Permit Order No. 2012-006-DWQ during construction. Proponents of new development would have to develop and implement a stormwater pollution prevention plan (SWPPP) that specifies best management practices (BMPs) to prevent construction pollutants from contacting stormwater, with the intent of keeping all products of erosion from moving off-site and into receiving waters; eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States; and inspect all BMPs; 2) New development would be required to implement appropriate minimum control measures (MCMs) and design standards in compliance with Phase II General Permit, as outlined in the Stormwater Management Plan, as well as the City's grading plan and site development requirements.	City to require; Developer to provide
MM Hydrology 3	The project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted	New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate best management practices/design standards.	City to require; Developer to provide

	runoff?		
MM Hydrology 4	Otherwise substantially degrade water quality?	New development would have to incorporate best management practices and adhere to design standards to maximize the reduction of pollutant loadings in runoff to the maximum extent practical.	City to require; Developer to provide
NOISE			
MM Noise 1:	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Comply with applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the greatest extent feasible.	Residents and developer; Police to enforce
MM Noise 2 & 3:	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? The project could cause a substantial temporary or periodic increase in ambient noise levels existing without the project?	Construction is limited to the hours of 7 a.m. to 10 p.m.	Developer; Police to enforce

PUBLIC SERVICES			
MM Public Services 1	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Fire)	That the development of the project will be subject to Fire Impact Fees.	Developer to pay
MM Public Services 2	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Police)	That the development of the project will be subject to Police Impact Fees.	Developer to pay
MM Public Services 3	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Schools)	That the development of the project will be subject to School Impact Fees.	Developer to pay
MM Public Services 4	The project may result in substantial adverse	That the development of the project will be subject to Park Impact Fees, or provision of park space.	Developer to pay

	physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Parks)		
RECREATION			
MM Recreation 1	The project would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? The project includes recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	1. That the development of the project will be subject to Park impact fees, or provision of park space. 2. That the park be developed according to the conditions set forth by the Public Works Department.	Developer to pay; City to require
MM Recreation 2	The project would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be	1. That the development of the project will be subject to Park impact fees, or provision of park space. 2. That the park be developed according to the conditions set forth by the Public Works Department.	Developer to pay; City to require

	accelerated? The project includes recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	
TRANSPORTATION/TRAFFIC		
MM Transportation/Traffic 1	The project may conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	City to require; developer to provide 1. That the development is subject to traffic impact fees. 2. Conditions of the development include: Street Improvements: 1. That all improvements consisting of sanitary sewers, storm sewers, water mains, concrete curbs, gutters, sidewalks, street lights, landscaping, street sub-grading, surfacing and striping and all other improvements shall be installed in accordance with Chapter 16.24, "Improvements", of the Hanford Municipal Code and this resolution pertaining to subdivision improvements in effect at the time of filing the tentative subdivision map. 2. That all streets within the subdivision shall be developed to residential street standard ST-32, except the following: (a) Fargo Avenue shall be developed as a major collector street along the entire development frontage. All improvements shall be constructed in conformance with City Standards ST17 and ST-23 and as follows: (1) Traffic index used for the design of street structural section shall be a minimum of 10.0. (2) A geotechnical report shall be submitted to the City Engineer identifying the existing structural section thickness of Fargo Avenue, along the entire development

frontage, concurrent with the submittal of development improvement plans. Reconstruction of Fargo Avenue, along the entire development frontage will be required if the existing street structural section does not conform to City Standards and Specifications.

- (3) Street improvements south of the Fargo Avenue centerline shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required. The installation of raised concrete median in Fargo Ave is not required.
 - (4) Street improvements north of the Fargo Avenue centerline shall include, but not be limited to, the construction of a minimum 12-foot travel lane, 4-foot paved shoulder, and 4-foot graded shoulder, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required. The installation of raised concrete median in Fargo Ave is not required.
 - (5) Developer shall attempt to acquire additional street right-of-way along the "Not a Part" frontage of Fargo Ave in accordance with Section 66462.5 of the Subdivision Map Act. The additional street right-of-way is necessary to facilitate street widening improvements along the entire development frontage of Fargo Ave. If Developer is unsuccessful, City will attempt to acquire the right-of-way.
- b) Centennial Drive shall be developed as a major collector street, along the development frontage of the subdivision. All improvements shall be constructed in conformance with City Standards ST-17 and ST-23, and as follows:
- 1) Traffic index used for the design of street structural section shall be a minimum of 7.0.

		2) Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required. (Raised median island not required). 3) Developer shall construct a left turn pocket at the intersection of Fargo Ave and Centennial Drive for westbound traffic along Fargo Ave. c) W. Sangiovese Street shall be developed as a minor collector street, along the development frontage of the subdivision. All improvements shall be constructed in conformance with City Standards ST-17 and ST-26, and as follows: 1) Traffic index used for the design of street structural section shall be a minimum of 6.0. 2) Street improvements shall include, but not be limited to, the installation of concrete curb and gutter, sidewalk, landscaping, decorative masonry block wall, street lights, street paving, including pavement reconstruction of existing roadway if applicable, and all street signing, striping and transition paving as required. 3. That street lights shall be installed throughout the subdivision in conformance with City Standard GE-56 and Southern California Edison requirements. Street lights shall be located as designated by City Engineer. 4. That a traffic signal be installed at the intersection of Centennial Drive and Fargo Ave at the time of the construction of the development unless a focused traffic study is conducted and the analysis determines that the traffic signal does not to meet the required warrants with the development of the subdivision. 5. That the developer shall attempt to acquire additional street right-of-way along the "Not a Part" frontage and make street
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		improvements. City to reimburse for offsite right-of-way and improvement cost. 6. That development is subject to a transportation mitigation impact fee as required by City Municipal Code section 15.48 and any revisions thereof. Developer shall be entitled to a credit towards their development impact fee for permanent street improvements constructed by developer within Fargo Ave, consisting of curb & gutter, street striping, signing and street paving from gutter lip to edge of the existing Fargo Ave street sections. If applicable, developer may also be entitled to credit towards impact fees for supplemental transportation capacity improvements to the existing Fargo Ave street section. Transitional paving improvements beyond the development limits, that are not considered to be a permanent improvement and the reconstruction of the existing Fargo Ave street section, if required, will not be subject to a credit. Developer shall submit competitive bid proposals to substantiate the cost of reimbursable items for City Public Works Department review and approval prior to beginning construction. All documentation materials submitted for reimbursement consideration shall be well organized and tabulated for convenient reference by Public Works' staff. Improvement quantities and costs proposed for reimbursement must be clearly identified in the documentation provided, and not combined or aggregated with non-reimbursable subdivision improvement costs. Appropriate graphic exhibits referenced to the subdivision improvement plans shall also be provided as needed to facilitate the reimbursement review process.	City to require; developer to provide
MM Transportation/Traffic 2	The project may conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management	That the development is subject to traffic impact fees.	

	agency for designated roads of highways?		
MM Transportation/Traffic 3	The project may conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	That the development is subject to traffic impact fees.	City to require; developer to provide
UTILITIES AND SERVICE SYSTEMS			
MM Utilities 1	Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Conditions of approval for storm drainage is as follows: 1. That the developer's engineer shall provide a storm drainage master plan complete with calculations for the entire subdivision for City Public Utilities and Engineering Department review and approval prior to recording a subdivision final map for the development. Provisions shall be made to provide service for future areas of development located adjacent to the subdivision. 2. That all drainage from proposed development shall be retained in retention drainage basin located as shown on the tentative subdivision map. The basin expansion shall be constructed in conformance with City Standards and the entrance to the basin shall be relocated to N. Mustang Drive. 3. That developer shall be required to comply with State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.	City to require and ensure compliance; developer to provide
MM Utilities 2	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	That the future development would be required to implement water conservation measures.	City to require and ensure compliance; developer and future occupants to adhere

MM Utilities 3	Would the project comply with federal, state, and local statutes related to solid waste?	That the future project be required to comply with all statutes and regulations related to solid waste.	City to require; developer to provide
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EXECUTIVE ORDER N-54-20

WHEREAS on March 4, 2020, I proclaimed a State of Emergency to exist in California as a result of the threat of COVID-19; and

WHEREAS despite sustained efforts, COVID-19 continues to spread and is impacting nearly all sectors of California; and

WHEREAS the COVID-19 pandemic and the necessary physical distancing measures implemented to combat it have had widespread impacts on state and local governments, California Native American tribes, and on members of the public, making it impossible or impractical to adhere to certain statutory and regulatory deadlines; and

WHEREAS due to physical distancing protocols, it may be impossible or impracticable for lead agencies, responsible agencies, and project applicants to adhere to certain public filing and notice requirements under the California Environmental Quality Act; and

WHEREAS it is critical to protect the public health and safety and minimize the risk of COVID-19 exposure for workers engaged in essential activities, such as those handling reusable grocery bags or recyclable containers where recycling centers are not available; and

WHEREAS contact exposure at retail establishments, beverage dealers, and recycling centers could spread COVID-19, necessitating precautions to reduce the risk of exposure to COVID-19; and

WHEREAS under the provisions of Government Code section 8571, I find that strict compliance with various statutes and regulations specified in this Order would prevent, hinder, or delay appropriate actions to prevent and mitigate the effects of the COVID-19 pandemic.

NOW, THEREFORE, I, GAVIN NEWSOM, Governor of the State of California, in accordance with the authority vested in me by the State Constitution and statutes of the State of California, and in particular, Government Code sections 8567, 8571, and 8627, do hereby issue the following Order to become effective immediately:

IT IS HEREBY ORDERED THAT:

suspension is applicable to identification cards that expired on or after March 4, 2020, or will expire within 60 days from the date of this Order.

- 3) The timeframe set forth in Vehicle Code section 4156, subdivision (b), pertaining to temporary permits, is suspended for a period of 60 days. This suspension is applicable to temporary permits that expired on or after March 4, 2020, or will expire within 60 days from the date of this Order.
- 4) For vehicle registrations that expire between the dates of March 16, 2020, and May 31, 2020, the requirements in Vehicle Code sections 4603, 9552, 9553, and 9554, and any accompanying regulations, pertaining to the timing and imposition of late fees or other penalties that may accrue as a result of a registrant's failure to timely submit an application for renewal of vehicle registration, are waived provided the applicant timely submits an application for renewal accompanied by payment within 60 days following the original date of expiration.
- 5) The provisions of Vehicle Code sections 4000(a)(1) and 5204(a) pertaining to the registration and registration display requirements for vehicles operated upon a highway are hereby suspended until June 30, 2020. This suspension is applicable to registrations expired on or after March 4, 2020 and before June 30, 2020. Additionally, until June 30, 2020, vehicles with registration expiring between September 4, 2019, and January 1, 2020, are exempt from the associated storage authority outlined in Vehicle Code section 22651(o)(1)(a).
- 6) The timeframe set forth in Vehicle Code section 5902, within which a transferee of a vehicle must forward a certificate of ownership and apply for a transfer of registration, is suspended for a period of 60 days from the date of this Order. This suspension is applicable to transfers that occurred on or after March 4, 2020.
- 7) The timeframe set forth in Vehicle Code section 4152.5, governing the registration of vehicles previously registered in a foreign jurisdiction, is suspended for a period of 60 days.
- 8) The public filing, posting, notice, and public access requirements set forth in Public Resources Code sections 21092.3 and 21152, and California Code of Regulations, Title 14, sections 15062(c)(2) and (c)(4); 15072(d); 15075 (a),(d), and (e); 15087(d); and 15094(a), (d), and (e), for projects undergoing, or deemed exempt from, California Environmental Quality Act review, are suspended for a period of 60 days. This suspension does not apply to provisions governing the time for public review.

- a) Post such materials on the relevant agency's or applicant's public-facing website for the same period of time that physical posting would otherwise be required;
- b) Submit all materials electronically to the State Clearinghouse CEQAnet Web Portal; and
- c) Engage in outreach to any individuals and entities known by the lead agency, responsible agency, or project applicant to be parties interested in the project in the manner contemplated by the Public Resources Code sections 21100 et seq. and California Code of Regulations, Title 14, sections 15000 et seq.

In addition to the foregoing, lead agencies, responsible agencies, and project applicants are also encouraged to pursue additional methods of public notice and outreach as appropriate for particular projects and communities.

- 9) The timeframes set forth in Public Resources Code sections 21080.3.1 and 21082.3, within which a California Native American tribe must request consultation and the lead agency must begin the consultation process relating to an Environmental Impact Report, Negative Declaration, or Mitigated Negative Declaration under the California Environmental Quality Act, are suspended for 60 days.
- 10) Public Resources Code section 14571.6, subdivisions (a) and (b), is suspended for a period of 60 days.
- 11) Public Resources Code section 14585, and California Code of Regulations, Title 14, section 2500, are suspended for a period of 60 days to the extent that either requires a recycling center to operate a minimum number of hours per week or remain open during specific periods of time, and recycling centers shall be permitted to receive handling fees in accordance with guidelines for weekly hours and times of operation developed and issued by the Department of Resources Recycling and Recovery. The Department of Resources Recycling and Recovery shall develop and issue such guidelines no later than April 27, 2020.
- 12) Public Resources Code section 42283 is suspended for a period of 60 days to the extent that it prohibits retail establishments from (a) providing without charge reusable grocery bags or recycled paper bags to customers at point of sale, or (b) where it is not possible to provide reusable grocery bags or recycled paper bags, providing

IT IS FURTHER ORDERED that as soon as hereafter possible, this Order be filed in the Office of the Secretary of State and that widespread publicity and notice be given of this Order.

This Order is not intended to, and does not, apply to retail establishments in local jurisdictions with ordinances governing the use of single-use carryout bags in effect before January 1, 2015. Public Resources Code section 42287 continues to allow those jurisdictions to apply ordinances in effect before January 1, 2015 restricting the use of single-use carryout bags as well as any emergency rules established by those jurisdictions and their respective health departments.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its agencies, departments, entities, officers, employees, or any other person.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 22nd day of April 2020.

GAVIN NEWSOM
Governor of California

ATTEST:

ALEX PADILLA
Secretary of State

City of HANFORD

CALIFORNIA 93230
CITY OFFICES 317 NORTH DOUTY STREET



MAYOR
JOHN DRAXLER
VICEMAYOR
FRANCISCO RAMIREZ
COUNCIL MEMBERS
MARTIN DEVINE
ART BRIENO
SUE SORESEN
CITY MANAGER
MARIO CIFUENTEZ II
CITY ATTORNEY
ROBERT M. DOWD

June 29, 2020

PROJECT REVIEW - CONSULTATION NOTICE

DESCRIPTION AND LOCATION:

The Community Development Department of the City of Hanford is requesting your comments regarding Tentative Tract Map 928.

- **Vesting Tentative Tract 928:** A request to subdivide 81.71 acres into 340 residential lots, a park, and a basin.
- **Project Location:** located at the southeast corner of Centennial Drive and Fargo Avenue (APN 009-030-158, -005, -115)

Based on an Initial Study, the Community Development Department has determined that the project described above would not have significant adverse impacts on the environment with the incorporation of mitigation measures. A Mitigated Negative Declaration has been prepared for the project. A public hearing pertaining to the project will be held by the City of Hanford Planning Commission on July 14, 2020 at 5:30 p.m. in the Council Chambers of the Civic Auditorium, 400 N. Douty Street. You may review the Mitigated Negative Declaration, Initial Study, proposed mitigation measures, reference material, and any comments received on the Mitigated Negative Declaration at the City of Hanford, 317 N. Douty Street, Hanford, CA 93230.

Recommendations or suggestions for changes or mitigation measures requested by agencies having jurisdiction by law over natural resources affected by the project must be accompanied by a proposed reporting or monitoring program for those changes or measures in accordance with Public Resources Code Section 21081.6. It is requested that your comments, if any, be transmitted to this office by **July 13, 2020 at 5:00 p.m.** via mail to the address above or emailed to gmyers@cityofhanfordca.com. Failure to comment will indicate approval of the project and no additional information will be sent to you. If you have any questions or concerns regarding this project please call me at (559) 585-2580.

Sincerely,

COMMUNITY DEVELOPMENT DEPARTMENT

Gabrielle Myers

Gabrielle Myers, Senior Planner



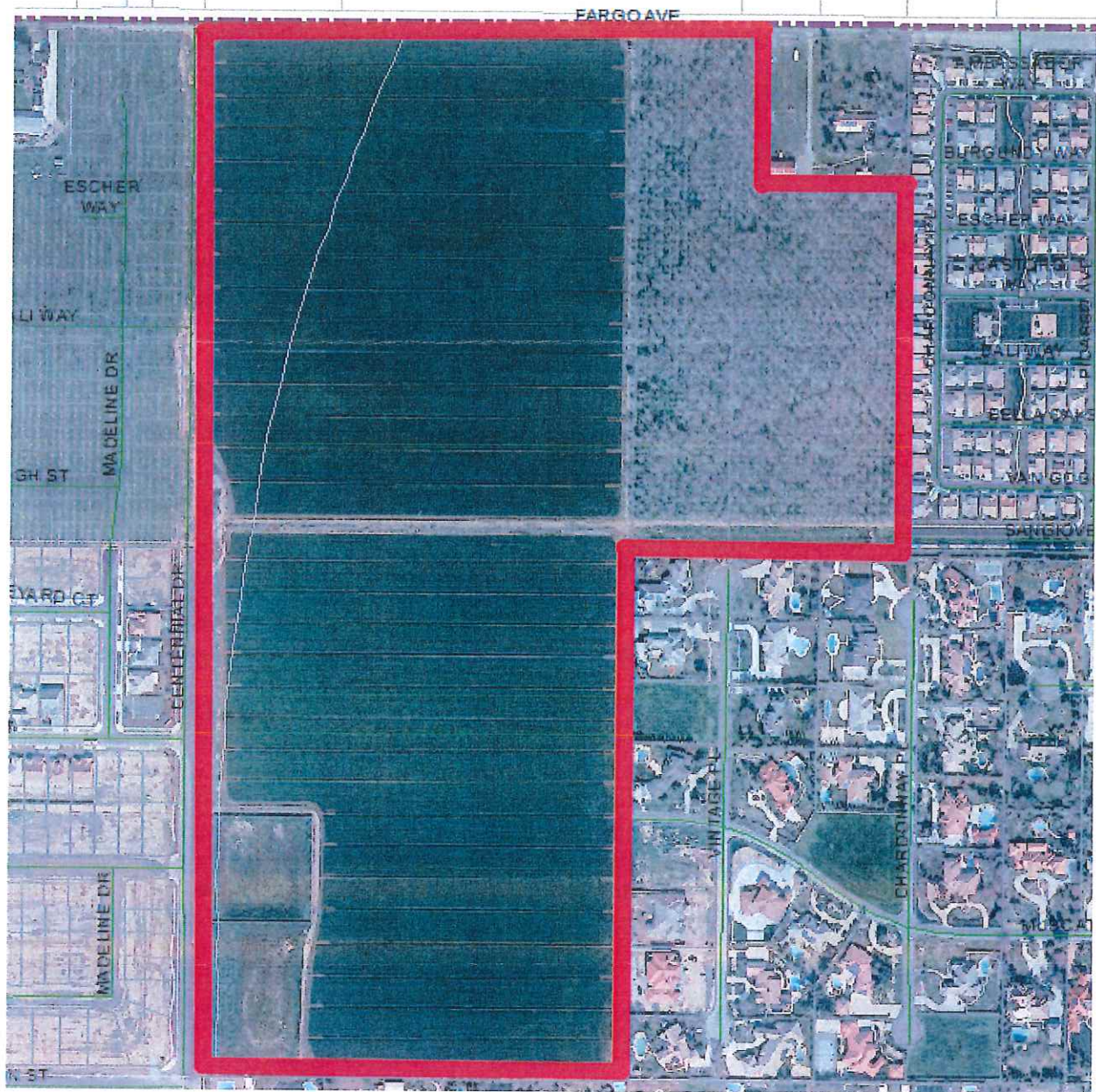
I ☒ do ☐ do not have comments regarding this Project

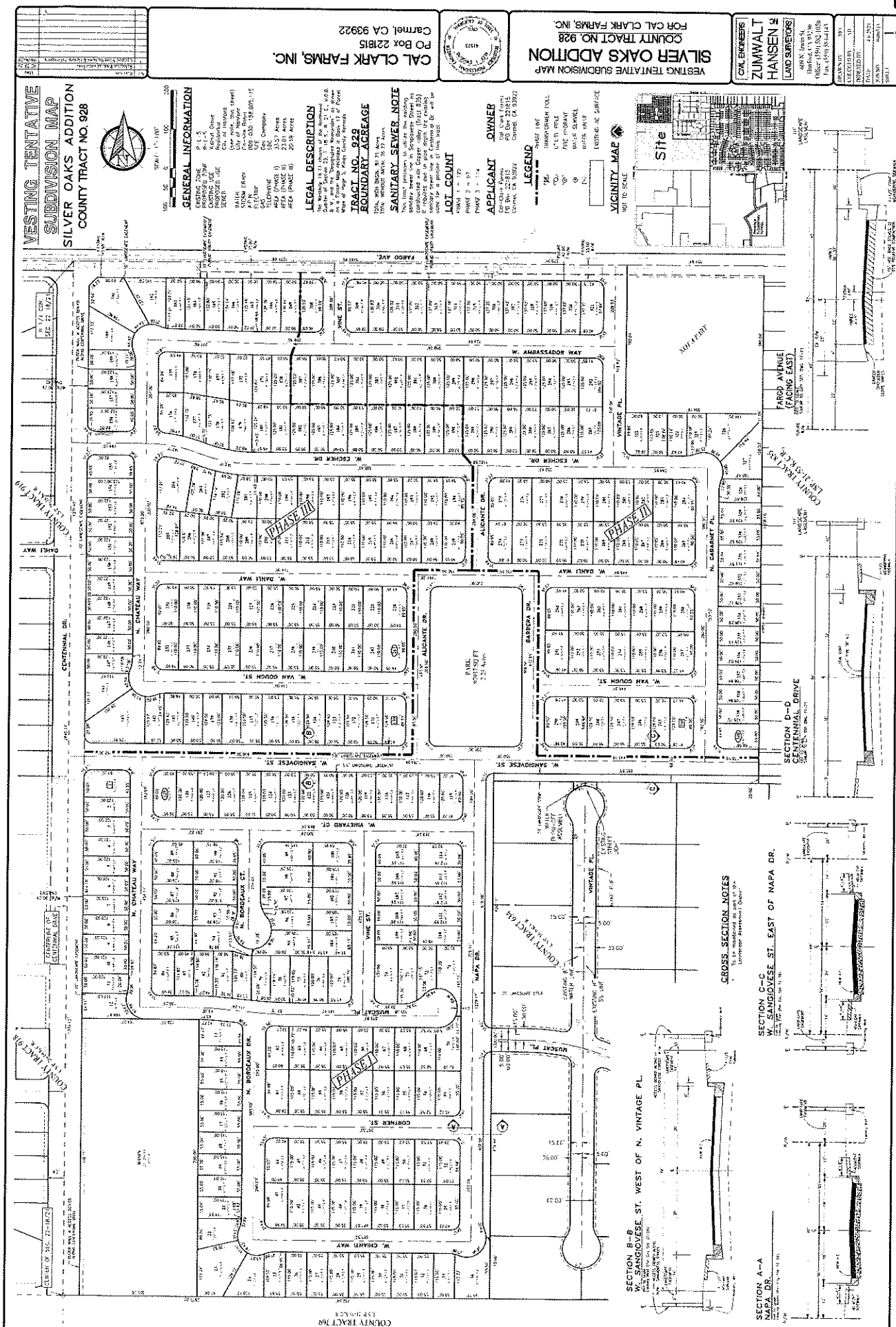
[Signature]
Signature

Kings County Community Development
Agency

7/6/2020
Date

Attachment 1: Project Location







KINGS COUNTY COMMUNITY DEVELOPMENT AGENCY

Gregory R. Gatzka, Director

PLANNING DIVISION

Chuck Kinney, Deputy Director- Planning

Web Site: www.countyofkings.com/planning/index.html

July 6, 2020

Gabrielle Myers, Senior Planner
City of Hanford, Community Development Department
317 N. Douty Street
Hanford CA, 93230

RE: Tentative Tract Map No. 928

Thank you for the opportunity to comment and review Tentative Tract Map No. 928 with the City of Hanford.

The property involved in the project is within the City of Hanford and is near the unincorporated area of Kings County, to the north of the subject property, the zoning is Limited Agricultural (AL-10).

The Kings County Board of Supervisors has adopted a "*Right to Farm*" Ordinance which among other things declares that normal and usual farming operations and activities are not a nuisance. The ordinance requires that in unincorporated areas, activities such as rezoning, land divisions, zoning permits, building permits (for new residences), and transfers of property must be accompanied by recording of a notice and disclosure statement. A copy of the County's "*Right to Farm*" Ordinance, which applies to the unincorporated area of the County, is provided for your information.

Neighboring residents should be prepared for the inherent and potential inconveniences and discomforts often associated with normal and usual agriculture activities and operations. They should also be aware that the County will not take any nuisance abatement actions against any normal and usual farming operations.

Should you have any questions concerning this matter, please contact me at (559) 852-2685.

Sincerely,

Kings County, Community Development Agency

Victor Hernandez, Planner II

RECORDING REQUESTED BY:

WHEN RECORDED MAIL TO

SPACE ABOVE THIS LINE FOR RECORDER'S USE

NOTICE, DISCLOSURE AND ACKNOWLEDGMENT OF AGRICULTURAL LAND USE PROTECTION AND RIGHT TO FARM POLICIES OF THE COUNTY OF KINGS

NOTICE IS HEREBY GIVEN pursuant to Kings County Ordinance No. 608, adopted on March 5, 2002, that the County of Kings has adopted policies which establish agriculture and agricultural facilities and operations as priority uses on productive agricultural lands within the County, and residents and other occupants of property in the agricultural zone districts should be prepared to accept inconveniences or discomfort from normal, usual, and customary agricultural operations, facilities, and practices.

ASSESSOR'S PARCEL NUMBER: _____

LEGAL DESCRIPTION OF PROPERTY:

is recognized to be in the vicinity of, or adjacent to, land designated and utilized for agricultural uses, facilities, and operations, and may be subject to inconveniences or discomforts arising from the pursuit of those agricultural operations, including but not limited to land preparation, cultivation, growing and harvesting of crops, raising of livestock, dairy production, processing of agricultural commodities, viticulture, apiculture, horticulture, aquaculture, poultry and other agricultural operations. Said inconvenience or discomforts may include, but shall not be limited to: equipment and animal noises; farming activities conducted on a 24-hour, 7-day a week basis; odors from manure, fertilizers, pesticides, chemicals, or other sources; the aerial and ground application of chemicals and seeds; dust; flies and other insects; and smoke from such agricultural operations.

I/WE HEREBY ACKNOWLEDGE AND UNDERSTAND the agricultural land use protection and right to farm policies of Kings County and declare that non-agricultural uses of the subject land, including any residential uses, are secondary and subservient to normal, usual, and customary agricultural activities and operations in the vicinity of this property, and **HEREBY NOTIFY AND PASS ON** said acknowledgment to all subsequent owners and occupants of the above described property.

Owner's Signature _____

Date _____

Print or Type Owner's Name

Owner's Signature _____

Date _____

Print or Type Owner's Name

(attach Notary acknowledgment)

h:\planning\land development section\land div admin\forms\right to farm notice blank.doc

Attachment 4 - Previous Planning Commission Staff Report (CD: Appeal No. 2020-01 TT 928)

Gabrielle Myers

From: C Shepherd <christine.shepherd@hotmail.com>
Sent: Tuesday, July 7, 2020 4:33 PM
To: Gabrielle Myers
Subject: Re: Tentative Tract #928

Thank you

Get [Outlook for iOS](#)

From: Gabrielle Myers <GdeSilva@cityofhanfordca.com>
Sent: Tuesday, July 7, 2020 4:25:21 PM
To: C Shepherd <christine.shepherd@hotmail.com>
Subject: RE: Tentative Tract #928

Good Afternoon Christine,
 Thank you for your consultation. I received your letter this morning.
 During the Tentative Tract entitlement phase, we don't address the design of the park and the amenities, just the sizing and location.
 I will be sure to forward your comment to our Bradly Albert, our Parks and Community Services Director. He and the Parks and Recreation Commission would have more input regarding the design of the park once the map is approved by the Planning Commission.
 Again, thank you for your consultation. I will include your comments in the staff report to be presented to the Planning Commission.

Gabrielle de Silva Myers
 Senior Planner
 City of Hanford
 317 N. Douty Street
 Hanford, CA 93230
 Direct: (559)585-2578
 E-mail: gmyers@cityofhanfordca.com
 TDD/TYY, Dial 711

From: C Shepherd [mailto:christine.shepherd@hotmail.com]
Sent: Tuesday, July 7, 2020 2:38 PM
To: Gabrielle Myers <GdeSilva@cityofhanfordca.com>
Subject: Tentative Tract #928

Good Afternoon Ms. Myers-
 I recently sent in a letter regarding Tentative Tract #928. In that letter, I referenced the need for a dog park in the subdivision. I forgot to include my suggestion of making 009-030-115 the park parcel. Some of the walnut trees could be retained for the park. I would appreciate it if this suggestion could be included with my letter.

Thank you for your time and help.

Christine Shepherd
 1736 Van Gogh Way
 Hanford, CA 93230

Attachment: Attachment 4 - Previous Planning Commission Staff Report (CD: Appeal No. 2020-01 TT 928)

ALEX & CHRISTINE SHEPHERD
 1736 VAN GOGH WAY
 HANFORD, CA 93230
 SLOSHEPHERDS@GMAIL.COM
 559-707-5661

Wednesday, July 1, 2020

City of Hanford
 Planning Commission
 317 N. Douty Street
 Hanford, CA 93230



Re: Tentative Tract #928/Cal Clark Farms

Good Morning Distinguished Board Members-

It is my understanding that you are receiving public comment regarding Tentative Tract 928, a 300-350 tract subdivision that will feature a park and a ponding basin.

As a nearby resident, and dog owner, I would like to propose the addition of a dog park to the recreation space already planned for this subdivision. The addition of up to 350 homes could potentially increase the dog population by a minimum of 100 dogs, which puts a strain on the already crowded dog parks in the northern portion of the city.

As you may be aware, dog parks are often the most utilized parks in a city because they appeal to a broad demographic of residents. The addition of new dog park would add a wonderful new amenity to the new subdivision, by providing an area for:

- Community-building and socializing.
- Dogs to legally run off-leash.
- Promotes public health and safety.
- Promotes responsible pet ownership.
- Provides a tool for realistic enforcement of dog control laws.
- Socializes and exercises dogs in a safe environment, thus reducing barking and other problem behaviors.
- Trulia.com lists presence of a local dog park as a top 8 feature that increases property value

My suggestion would be for this park to be built similarly to the ones located at Hidden Valley and Freedom Parks. Ideally, the park would feature shaded benches in locations throughout the space, agility equipment, water fountains, and natural play features such as boulders. I have provided examples on the following pages.

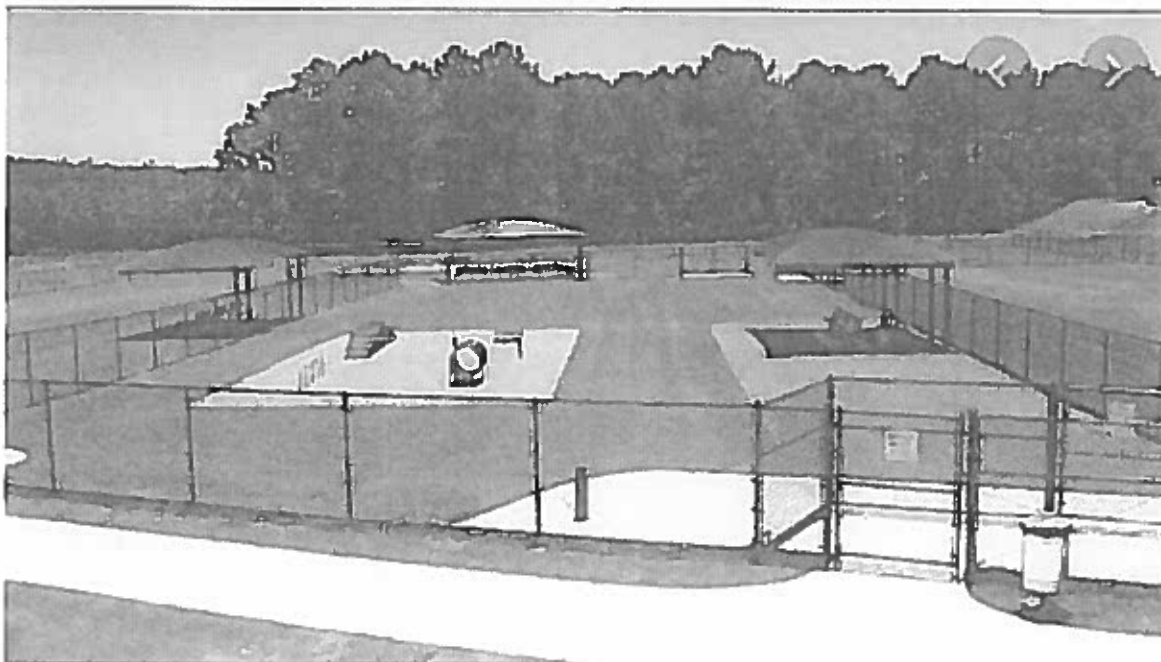
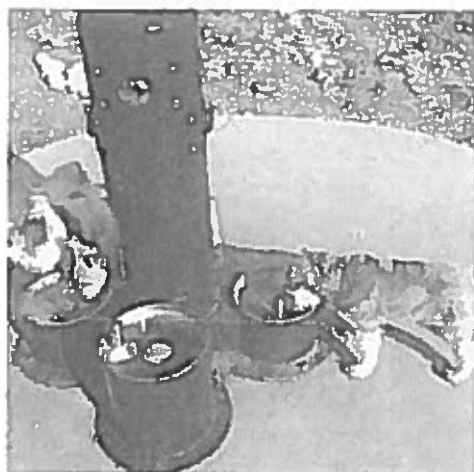
ALEX & CHRISTINE SHEPHERD
1736 VAN GOGH WAY
HANFORD, CA 93230
SLOSHEPHERDS@GMAIL.COM
559-707-5661

I appreciate the Commission's time and would like to conclude by reminding everyone that dog parks are becoming increasingly popular thanks to responsible pet owners, community agencies, and officials who realize their important role in improving not only the quality of life for dogs, but for all of us. This park would be a great addition to the proposed subdivision, as both a community-building project and an amenity for future homeowners.

Please feel free to contact me at 559-707-5661 should you have any questions. Thank you for the opportunity to present my suggestion.

Sincerely,


Christine Shepherd



John A. Zumwalt, P.E.
Alex T. Dwiggins, P.E.
Ron G. Roselius, P.L.S.

James F. Hansen, P.L.S. 1939-2019

August 5, 2020

Ms. Gabrielle Myers
Senior Planner
City of Hanford

re: Vesting Tentative Map 928

Dear Ms. Myers:

As you know the Tentative Map for Tract 928 will be considered by the Hanford Planning Commission on August 11, 2020. The map proposes a connection to Muscat Place which runs through the Vintage Estates Development. This connection is necessary in order to provide neighborhood connectivity and to provide a 2nd access to Vintage Estates.

Tract 928 was designed to minimize the impact on Vintage estates by including the following features:

- Muscat does not connect directly to Centennial Drive. It Tees into Napa. This design discourages needless traffic into Vintage Estates
- Napa Drive as proposed parallels the west property line of Vintage estates. This has the effect of moving new homes further from the existing homes in Vintage Estates. This proposal is in deference to the neighbors even though it results in a single loaded street which certainly is not efficient from any developer's perspective.
- The map proposes a 20' wide landscape easement between Napa Dr. and the Vintage Estates boundary. Its purpose is to increase the buffer between the houses. This also has the effect of reducing the land available for lots.
- The map proposes a block wall along the rear of the landscaping and on the boundary of Vintage Estates for even more privacy. City standards do not require a block wall in this location. It was proposed as a consideration for the neighbors.
- As a consequence of this development, a block wall will be constructed along Sangiovese which will increase the privacy of the Vintage development. This is at no cost to the Vintage land owners.

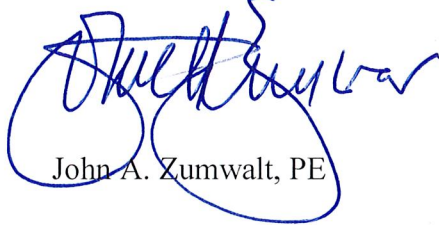
In offering these amenities, we expected no opposition to the connection to Muscat. However, if the Planning Commission should decide that Muscat will not connect, I will recommend to a subsequent developer that consideration be given to filing an amended map which moves Napa further west and adds a row of lots between the moved street and the existing Vintage boundary. The landscaping and block wall would also be deleted as they would no longer serve a purpose. The block wall along Sangiovese would remain.

Page 2 of 2

Since I do not know if my advice would be followed, I hope the planning commission would go ahead and approve the Tract even if they remove the connection to Muscat.

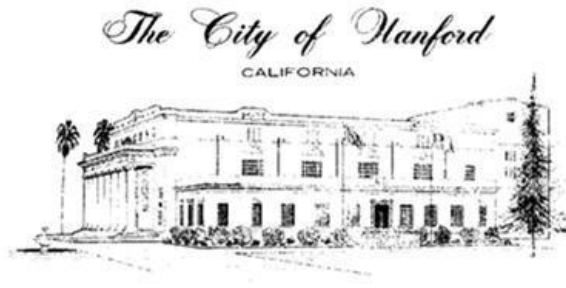
The city staff's insistence that Muscat connect is appropriate and absolutely necessary from a public safety perspective. I thank you for sticking to the principals of sound community planning.

Very Truly Yours,
Zumwalt-Hansen & Associates



John A. Zumwalt, PE

Attachment: Attachment 4 - Previous Planning Commission Staff Report (CD: Appeal No. 2020-01 TT 928)



MINUTES
PLANNING COMMISSION
of the
CITY OF HANFORD

COUNCIL CHAMBERS
400 N. Douty Street
5:30 PM, Tuesday, August 11, 2020

CALL TO ORDER

Chairperson DOUGLAS called the meeting to order at 5:30 p.m.

ROLL CALL

Attendee Name	Title	Status	Arrived
Richard Douglas		Present	
Travis Paden		Present	
Savino Perico		Present	
Angel Vee Galvan		Present	
Roger Snow		Present	
Jacob Sanchez		Present	
Jason Kemp Van Ee		Absent	

INVOCATION

Pastor Robert Hayden, Howard Chapel Zion AME Church

FLAG SALUTE

Commissioner SANCHEZ led the flag salute.

PUBLIC COMMENT

*This is the time for citizens to comment on subject matters not on the agenda and that are within the jurisdiction of the Commission. This is also the public's opportunity to request an item from the Consent Calendar be pulled for discussion purposes or to comment on any item on the agenda. Comments related to Public Hearing items will be heard at the time the item is discussed. A maximum of **three minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

None.

CONSENT CALENDAR

Consent Calendar items are considered routine and will be enacted in one motion. There will be no separate discussion of these matters unless a request is made and then the item will be removed from the Consent Calendar to be discussed and voted upon by a separate motion.

Motion to approve the Consent Calendar.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Travis Paden
SECONDER:	Roger Snow
AYES:	Douglas, Paden, Perico, Galvan, Snow, Sanchez
ABSENT:	Kemp Van Ee

Approval of the Minutes of the July 14, 2020 Meeting

PUBLIC HEARING

- 1. (Item continued from July 14, 2020) Vesting Tentative Tract 928: A request by Cal-Clark Farms to subdivide 81.71 acres into 283 single-family residential lots, a 2.25-acre park, and a 4.94-acre basin in the R-L-5 Low-Density Residential zone district. Mitigated Negative Declaration No. 2020-22: An initial study was prepared and it was determined that the project will not result in significant impacts to the environment with the incorporation of mitigation measures; therefore, Mitigated Negative Declaration 2020-22 has been prepared. The project is located at the southeast corner of Centennial Drive and Fargo Avenue (APN 009-030-158, -005, and -115).**

Chairperson DOUGLAS opened the public hearing at 5:37 p.m. and called for the staff report.

Senior Planner Myers presented the staff report, recommended approval of the project, and invited questions of staff.

Following questions of staff, Chairperson DOUGLAS opened Public Comment:

FAVOR

John Zumwalt, representing the applicant, thanked staff for a very thorough staff report and requested approval of the project.

OPPOSED

The following residents of Vintage Estates spoke in opposition to the opening of Muscat Place, stating that it would destroy their neighborhood, decrease property value, and adversely affect traffic: Doctor, Kes Andersen, Anup, Robert Fisher, Gita Patel, Dr. Reddy, Ajmer "Shah" Nahal, Norman Macedo, Dr. Sahas, Paul Sadhu, Pam, Woman who lives on Chardonnay, Elizabeth, Eddie Brieno, Ruth Andersen, Sue Gavini, Virginia Gonzales.

REBUTTAL

Mr. Zumwalt stated that the opening of Muscat Place was a City requirement. He requested approval of the tract, either with or without opening Muscat. He stated that the applicant is willing to make adjustments.

Ruth Andersen presented copies of a document providing history of the Vintage Estate homeowners' research and attempts to find an alternative to opening Muscat Place.

Community Development Director Mata stated that City staff worked with the engineer and the applicant to reduce impacts to the existing Vintage Estates.

Director Doyel explained that it would be necessary to open Muscat Place, for traffic circulation and public safety. He stated that it had been planned as a connector street since the area was annexed into the City. He confirmed that residents did meet with City staff several times to find an alternative and restated that, in order not to open Muscat, they would have to make Vintage Estates a private subdivision, with 100% vote by the residents to abandon the right of way.

Fire Chief Pendergrass explained that the California Fire Code requires two means of egress. He responded to questions from Commissioners.

Chairperson DOUGLAS reopened Public Comment:

- Three Vintage Estates residents inquired about a crash gate.
- Shah Nahal asked if a different street could be opened, instead of Muscat.
- John Zumwalt stated that the developer will cooperate with whatever is approved, but he will expect the residents to pay their own expenses.

Director Mata stated, and City Attorney Mizote confirmed, that approval of the map is a separate issue from the possible Vintage Estates HOA formation and alternative(s) to opening Muscat Place.

Chairperson DOUGLAS closed the public hearing at 7:18 p.m. and called for a motion.

Motion by Commissioner PADEN, seconded by Commissioner SNOW, to deny the project. City Attorney Mizote strongly encouraged the Commission to state specific findings as to why they are voting not to approve. Commissioner PADEN withdrew the motion.

Motion to continue the public hearing to the August 25, 2020 meeting.

RESULT:	FAILED [3 TO 3]
MOVER:	Travis Paden
SECONDER:	Roger Snow
AYES:	Paden, Galvan, Snow
NAYS:	Douglas, Perico, Sanchez
ABSENT:	Kemp Van Ee

Motion to certify Mitigated Negative Declaration No 2020-22 for the project.

RESULT:	FAILED [3 TO 3]
MOVER:	Savino Perico
SECONDER:	Richard Douglas
AYES:	Douglas, Perico, Sanchez
NAYS:	Paden, Galvan, Snow
ABSENT:	Kemp Van Ee

Commissioner SANCHEZ asked what would happen if there continued to be no action taken, due to the vote. Director Mata replied that the applicant would be able to appeal to the City Council.

Motion by Commissioner PERICO to adopt amended Resolution No. 2020-09, amended further to approve Vesting Tentative Tract 928, without the opening of Muscat Place. There being no second, he withdrew the motion.

Motion to adopt amended Resolution No. 2020-09.

RESULT:	FAILED [3 TO 3]
MOVER:	Savino Perico
SECONDER:	Jacob Sanchez
AYES:	Douglas, Perico, Sanchez
NAYS:	Paden, Galvan, Snow
ABSENT:	Kemp Van Ee

All motions for the project failed, resulting in no action taken.

RECESS - 7:20 p.m.-7:26 p.m.

Commissioner PADEN left the meeting at 7:26 p.m.

2. Conditional Use Permit No. 2020-03, a request to convert a former medical office into a day care facility for over 14 persons in the O-R Office Residential zone district. The project is located at 1105 N. Irwin Street (APN 010-153-011).

Chairperson DOUGLAS opened the public hearing at 7:27 p.m. and called for the staff report.

Assistant Planner Mark Manha presented the staff report, recommended approval, and invited questions of staff.

Chairperson DOUGLAS opened Public Comment:

FAVOR

- Art Quintero, designer for the project, recommended approval.
- Gil Puga, owner, requested approval, noting that it is a great location for the neighborhood and for downtown employees.

OPPOSED

Rachel Moreno, was not opposed to the project but had questions regarding traffic and parking and health precautions (re: COVID-19). Mr. Puga stated that they have another childcare center in Armona, and they have always had a good relationship with the neighbors. He also assured her that they are staying current with all CDC and Kings County Health Department guidelines. Mr. Quintero offered to place a "Left Turn Only" sign at the parking exit. Ms. Moreno was happy with the answers and welcomed approval of the project.

Chairperson DOUGLAS closed Public Comment, closed the public hearing at 7:43 p.m., and called for a motion.

Motion to adopt Resolution No. 2020-07, approving Conditional Use Permit No. 2020-03.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Roger Snow
SECONDER:	Jacob Sanchez
AYES:	Douglas, Perico, Galvan, Snow, Sanchez
ABSENT:	Paden, Kemp Van Ee

3. **Conditional Use Permit No. 2020-04: A request by Western Milling to allow liquid fertilizer mixing on an existing fertilizer storage site in the I-H Heavy Industrial zone district. Mitigated Negative Declaration No. 2019-29: An addendum to the previously approved Mitigated Negative Declaration No. 2019-29 has been prepared to certify that the project will not have a significant effect on the environment with the incorporation of mitigation measures. The project is located at 10361 Idaho Avenue on the southwest corner of Idaho Avenue and 10th Avenue (APN 028-030-048).**

Chairperson DOUGLAS opened the public hearing at 7:45 p.m. and called for the staff report.

Senior Planner Myers presented the staff report, recommended approval, and invited questions of staff.

Chairperson DOUGLAS opened Public Comment:

FAVOR

William Sweeney, applicant, requested approval.

OPPOSED

None.

There being no questions, Chairperson DOUGLAS closed the public hearing at 7:52 p.m. and called for a motion.

Motion to adopt Resolution No. 2020-08, approving Conditional Use Permit No. 2020-04.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Savino Perico
SECONDER:	Jacob Sanchez
AYES:	Douglas, Perico, Galvan, Snow, Sanchez
ABSENT:	Paden, Kemp Van Ee

DIRECTOR'S COMMENTS

Director Mata had no comments.

COMMISSIONERS' ITEMS OF INTEREST

Commissioner SANCHEZ congratulated Assistant Planner Manha on a good job with his first presentation.

ADJOURNMENT

Chairperson DOUGLAS adjourned the meeting at 7:54 p.m.

Respectfully submitted,

Diana Black
Recording Secretary



AGENDA STAFF REPORT

MEETING DATE: 9/1/2020	AGENDA SECTION: A
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SUBJECT:

Administration: Discussion and Update on the Kings County COVID-19 Small Business Assistance Program and Update on the meetings with the Unified State Support Team.

RECOMMENDATION:

That the City Council receive an update on these matters and provide direction to staff as appropriate.

BACKGROUND:

In late July, Kings County approved \$5 million to create the Small Business Assistance program and allocated \$1.9 million of that funding to Hanford businesses. On August 17th, Businesses were able to apply for up to \$20,000 for eligible COVID-19 operating expenses and to cover future expenses related to shutdowns. The Kings EDC has managed the program for the County and will provide the update to Council.

FISCAL IMPACT:

No Financial Impact will result from the adoption of these documents.

ATTACHMENTS:

NOFAEnglish

NOTICE OF AVAILABILITY OF FUNDS



KINGS COUNTY COVID-19 SMALL BUSINESS ASSISTANCE PROGRAM

The County of Kings is an equal opportunity employer/program. Auxiliary aids and services are available upon request to individuals with disabilities. Request for services, aids, and alternate formats may be made by calling 559-852-4976. TTY users please call the California Relay Services at 711.



KINGS COUNTY COVID-19 SMALL BUSINESS ASSISTANCE PROGRAM

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Section 1: OVERVIEW**A. PURPOSE**

The County of Kings announces the availability of up to \$5 million in Coronavirus Aid, Relief, and Economic Security Act (CARES Act) funding. Pursuant to section 601(a) of the Social Security Act, as added by section 5001 of the CARES Act, local governments are authorized to provide funding for “expenditures related to the provision of grants to small businesses to reimburse the costs of business interruption caused by required closures” This new program is intended to provide resources to Kings County small businesses that have suffered significant negative impacts due to the shutdown orders issued in furtherance of public health.

The County of Kings is dedicated to the support, stabilization, and growth of local businesses. An examination of similar programs in other areas of California has indicated that assistance grants have had a positive effect on mitigating the detrimental effects of shutdown orders on small businesses. This Notice of Availability of Funds (NOFA) is the second program undertaken by the County of Kings to provide direct relief to small businesses negatively impacted by COVID-19. The first program “Helping Hand” provided \$75,000 in grant funding to small businesses with fewer than 50 employees. Twenty Kings County small businesses received Helping Hand awards to help mitigate the costs of reopening.

B. ELIGIBLE APPLICANTS

To be eligible for this grant, the applicant must be a business located in Kings County and meet the following conditions:

- Must maintain a current and valid business license (if applicable);
- Must be a business that has been in operation prior to March 15, 2020 in Kings County;
- Must have 25 or fewer full time employees;
 - For purposes of this program, a full time employee is someone who is working 40 hours per week.
 - In order to maintain consistency across applications, two part time employees are presumed to equal one full time position.
- Must have suffered a demonstrable reduction in revenue attributed to COVID-19; and,
- Must have completely or partially shutdown to comply with the various shutdown orders issued by the California Governor’s Office.

Non-Profits ONLY:

- Must have an interest in real property to be eligible for this grant. An interest in real property can be the following:

- o Leased building or property; or,
- o Own a building or property that is used to produce income.

Businesses in the following categories will not be eligible for funding from this program:

- Businesses with active code enforcement violations;
- Businesses that have filed for bankruptcy in the last 3 years or have outstanding tax liens; or
- Businesses in the cannabis industry.

C. FUNDING

A total of \$5 million in CARES funding will be available through this NOFA with an award up to \$20,000 for each applicant. Final awards may be adjusted depending upon the number of eligible proposals submitted and availability of funding. It is the intent of this program to fund projects that maximize the effect of the funding. There is no required state, federal or private funding match to receive funding under this program.

Program funding has been allocated per capita to each incorporated municipality and the unincorporated areas of Kings County. Allocation of funding to each area is as follows:

<i>Area</i>	<i>Pop.</i>	<i>Percent of Total Pop.</i>	<i>Allocated Funding</i>
Avenal	13,496	9%	\$450,000
Corcoran	21,960	14%	\$700,000
Hanford	57,703	38%	\$1,900,000
Lemoore	26,725	17%	\$850,000
Unincorp.	33,056	22%	\$1,100,000
TOTAL	152,940	100%	\$5,000,000

Funding will be awarded in two phases as follows:

<i>Award Phase</i>	<i>Total Award Allocated</i>
<i>Phase 1: 8/20/20 through 10/2/20</i>	\$2.5 million
<i>Phase 2: 10/2/20 through 12/31/20</i>	\$2.5 million

Award phases may be adjusted based upon the availability of funding. **NON-PROFIT APPLICATIONS** will not be funded until Award Phase II, and the amount of applications that are funded will be contingent upon the availability of funding.

Businesses may have multiple locations in Kings County. However, to ensure that funding has a broad impact across Kings County, business will only be eligible for one award per entity. Businesses may submit costs for multiple locations in a single application, but the maximum that may be awarded is \$20,000. The County of Kings retains authority to adjust this policy should additional funding become available. In the event other CARES Act assistance is received from a municipality in Kings County, the total award available to an applicant will be reduced.

D. ALLOWABLE USES OF FUNDS

There is no repayment requirement attached to this funding. This program is funded through federally awarded grant funds. Once an application is funded under this agreement, it is expected that the funds will be used on certain expenses such as:

- Payroll and benefit costs;
- Unemployment insurance costs incurred by the recipient as an employer if such costs will not be reimbursed by the federal government pursuant to the CARES Act;
- Rent or mortgage payments to avoid eviction or foreclosure as a result of the closure orders issued by the California State Governor's office;
- Unpaid utility fees; and/or,
- Inventory or supplies required to safely reopen the business, including Personal Protective Equipment (PPE), disinfectants, sanitizers, etc. and expenditures to adapt spaces for outdoor services/dining.

Supporting documentation will be required following the end of the project to ensure expenditures under this program are appropriate. In the event an expenditure is determined to be outside the scope of the program, applicant will be required to repay that funding to the County of Kings.

E. LENGTH OF PROJECT

The County of Kings expects that the performance period for participating projects funded under this NOFA will commence from the date of award until December 31, 2020, unless otherwise required by the CARES Act or other federal or state guidance. No obligation or commitment of funds will be allowed prior to or beyond the program period of performance. Any funding not expended during the grant agreement period shall be returned to the County of Kings.

Section 2: SIGNIFICANT DATES

EVENT	DATE
Release of Notice of Funding Availability	July 29, 2020



KINGS COUNTY COVID-19 SMALL



BUSINESS ASSISTANCE PROGRAM



Question and Answer Webinar	August 5, 2020 at 10:00 a.m. ¹
Question and Answer Webinar	August 5, 2020 at 5:30 p.m. ²
Begin Accepting Applications	August 17, 2020 at 8:00 a.m. (Tentative)
Begin Issuing Award Announcements	Award announcement will be contingent upon date of receipt and processing.
Program End Date	December 31, 2020

Section 3: SUBMISSION OF APPLICATION

To be considered for an award under this program, submission of a completed application with all attachments is required, though reasonable accommodations are available. All completed applications must be submitted to info.KingsJTO@co.kings.ca.us. If you are unable to submit your application electronically, please call Malisa Simon at 559-852-4937 for assistance.

Section 4: AWARD AND CONTRACTING PROCESS

Assistance grants under this program will be awarded on a first-come, first-served basis in light of the funding apportioned in Section 1(C) above.

The County of Kings will contact the awardees to finalize contract details. The County of Kings will request that contracts incorporate changes to the original project proposals as necessary to comply with the funding guidelines. After the contract negotiations, if any, the County of Kings and the recipient will meet to execute the necessary award contract.

Section 5: APPEALS PROCESS

An application may be disqualified for not meeting the application requirements as outlined within this document. An appeal of the disqualification decision may be filed; however, it must be noted that the following do not constitute proper grounds for an appeal:

- Failure to meet the proposal submission deadline, or submitting before the project period has been opened to receive applications;
- An adverse funding decision;
- Not adhering to application requirements as listed in this document and the attached forms; or

¹ Zoom link to access meeting: <https://us02web.zoom.us/j/83184078885?pwd=bTJBQ1hTcG5PaUVaLzg4Ly9TWUVxdz09> or call in at 1-669-900-6833, Meeting ID: 831 8407 8885, Passcode: 993668

² Zoom link to access meeting: <https://us02web.zoom.us/j/84223139394?pwd=b2VWMXk2d1hma1BWUGhZSUJ4WnlvUT09> or call in at 1-669-900-6833, Meeting ID: 842 2313 9394, Passcode: 655317



- Submission of an incomplete application.

The County of Kings will email disqualification notices to applicants within ten (10) business days of a disqualification determination. If an applicant wishes to appeal the decision, the appeal must be submitted to the appeals liaison as follows:

By Mail:

Vince Velo
JTO Program Manager
124 North Irwin Street
Hanford, CA 93230

By Email:

info.KingsJTO@co.kings.ca.us, subject line should read "Kings County COVID-19 Small Business Assistance Program-Appeal"

Section 6: Monitoring and Audits

As stated above, supporting documentation will be required for all purchases and expenditures made with funding from this program. These supporting documents will include receipts and other purchase and payment documents. This documentation will be used for monitoring to ensure compliance with all existing policies, procedures, and requirements governing the use of CARES Act funds. Recipients are required to be responsive to all reviewers' requests and to provide reasonable and timely access to records and staff connected to this grant.



KINGS COUNTY COVID-19 SMALL BUSINESS ASSISTANCE PROGRAM

Attachment: NOFA English (Admin: Small Business Assistance Program)

FORMS

APPLICATION

In order to be considered for a grant, this application must be filled out in its entirety, and submitted as directed in this application. All information in this application is confidential unless permission is obtained in writing from the applicant. The maximum amount that may be requested is \$20,000.

Business Name:	
Business Address:	
Number of Employees:	
Point of Contact-Name:	
Point of Contact-Phone:	
Point of Contact-Email:	
Amount Requested:	

Are you engaged in the production or sale of cannabis products?

☐ Yes

☐ No

NON-PROFITS ONLY: Do you currently rent or own a brick and mortar location from which you operate?

☐ Yes

☐ No

Did your business shutdown partially or completely due to the executive orders targeting business operations in light of the COVID-19 pandemic?

☐ Yes

☐ No

Please list an amount next to the source below for any additional assistance you have received:

Source	Amount
City of Hanford Business Assistance	
City of Lemoore Business Assistance	
City of Corcoran Business Assistance	
City of Avenal Business Assistance	

Is your Kings County business currently subject to any code enforcement violations?

☐ Yes

☐ No

Has your Kings County business filed for bankruptcy in the last 3 years or have outstanding tax liens?

☐ Yes

☐ No

The funding for this program requires compliance with the various COVID-19 executive orders

Has your Kings County business been in operation prior to March 15, 2020?

Attachment: NOFAEnglish (Admin: Small Business Assistance Program)



KINGS COUNTY COVID-19 SMALL



BUSINESS ASSISTANCE PROGRAM



issued by Governor Newsom. Will your Kings County business comply with the direction provided in the executive orders for COVID-19?

☐ Yes
☐ No

☐ Yes
☐ No

DOCUMENTS REQUIRED FOR SUBMISSION: The following required documents must be attached to the completed application to be considered for funding:

- Completed W-9;
- Copy of your business license or a written explanation as to why this is not applicable to your business (1/2 page maximum);
- Statement of Need describing a decrease in year over year revenues that can be attributed to required shutdown orders that have been issued in the State of California. This Statement of Need will be used to assess total assistance issued under this program. Supporting documents for the Statement of Need may include, but are not limited to the following: year over year profit and loss statements, tax returns showing a significant loss in revenue, copy of a building lease, copy of a building mortgage statement, or other documentation; and,
- Completed application.

NON-APPROPRIATION OF FUNDING

The assistance provided pursuant to this program is based on the County of Kings continued appropriation of funding for the purpose of this program, as well as the receipt of local, county, state and/or federal funding for this purpose. Signing below is an acknowledgement that the nature of government finance is unpredictable, and that the rights and obligations set forth in this program are therefore contingent upon the receipt and/or appropriation of the necessary funds. In the event that funding is terminated, in whole or in part, for any reason, at any time, all obligations of the County of Kings arising from this Program shall be immediately discharged.

SUBMISSION INSTRUCTIONS: All completed applications must be submitted to info.KingsJTO@co.kings.ca.us. If you are unable to submit your application electronically, please call Malisa Simon at 559-852-4937 for assistance.

I certify that the information submitted in this application is true and correct to the best of my knowledge. I further understand that any false statements may result in denial or potential reimbursement of funding. I acknowledge and agree that if my business is awarded program funds and they are not spent consistent with the program requirements, I may be required to payback some or all of the funds awarded. I also affirm that I have the power, capacity, and authorization to submit an application on behalf of the entity listed under "Business Name" above.



KINGS COUNTY COVID-19 SMALL



BUSINESS ASSISTANCE PROGRAM



11.A.a

Signature

Date

Attachment: NOFA English (Admin: Small Business Assistance Program)



**AGENDA
STAFF REPORT**

MEETING DATE: 9/1/2020	AGENDA SECTION: B
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SUBJECT:

Parks and Community Services: Approval of the purchase and construction of one playground structure at Lakewood Park to BCI Burke in the amount of \$90,448.82.

FISCAL IMPACT:

ATTACHMENTS:



**AGENDA
STAFF REPORT**

MEETING DATE: 9/1/2020	AGENDA SECTION: A
-------------------------------	--------------------------

SUBJECT:

Council Future Agenda Items

FISCAL IMPACT:

ATTACHMENTS:

Council Future Agenda Items

Council Future Agenda Items

Originated Date	Item	Originator	Staff Lead	Date Estimate
6/5/18	Comprehensive Study of downtown businesses, including crosswalks. Study to change 7 th Street one-way going WEST and 6 th Street going EAST to increase angled parking.	Council Consensus	John Doyel	10/6/20
6/17/18	Develop a naming policy for facilities/parks/structures	Council Consensus	Brad Albert	P&R Comm - 9/7/20 Council 9/15/20
1/24/19	Develop a food truck ordinance	Council Consensus	Darlene Mata	Council 9/15/20
5/22/19	Abandoned shopping cart ordinance	Brieno	Parker Sever, Karl Anderson	10/6/20 Delayed for Public Outreach Meetings
5/22/19	Parks/Camping Ordinance	Council Consensus	Parker Sever	9/15/20
6/18/20	Discussion of Courthouse improvements, funding sources, and potential revenue	Council Consensus	Various Staff	9/15/20

Attachment: Council Future Agenda Items (Council: Future Agenda Items)